The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... „ 15,550,000

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months ..... 5% p.a.
„ 6 „ ..... 4% „
„ 3 „ ..... 3% „

TAKEO TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $5,900,000
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $5,900,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
} Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
} Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [21

NEDERLANDSCH-HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4% per annum.
Do, 6 do, 3½% do.
Do, 3 do, 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [20

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUNDS:—
Sterling
£1,000,000 at 2/-=$10,000,000
Silver $11,750,000
=$21,750,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. | E. Shellim, Esq.
E. Goetz, Esq. | R. Shewan, Esq.
A. Haupt, Esq. | H. A. W. Slade, Esq.
C. R. Lenzmann, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1907. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [2

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL .....£ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS .....£ 800,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months 4 per cent.
„ „ „ 6 „ 3½ „ „
„ „ „ 3 „ 3 „ „

JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [23

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund .....Fl. 2,112,570.36 (£176,048)

Head Office:—AMSTERDAM.
Sub-Office:—THE HAGUE.
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Soumbaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribón, Tegal, Pecalongan, Macassar, Poptianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: { The Williams Deacons Bank, Ltd. / Swiss Bankverein.
Paris:—Comptoir National d'Escompte de Paris.
Berlin:—Deutsche Bank.
Brussels:—Banque de Paris et des Pays Bas.
Vienna:—Union Bank.
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2 % per annum on the daily balances.
On Fixed Deposits: 12 months 4 % per annum
„ „ 6 „ 3½ „ „
„ „ 3 „ 3 „ „

J. BOETJE,
Manager.

16, Des Vœux Road Central. [19

Notice of Firm.

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co.
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.

Hongkong, 31st July, 1907. [107

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELTA, Capt. C. L. Daniel	About 29th Nov.	Freight and Passage.
LONDON, &c., via usual Ports of Call	DEVANHA, Capt. T. H. Hide, R.N.R.	30th Nov., Noon.	*See Special Advertisement*
SHANGHAI, MOJI, KOBE & YOKOHAMA	PESHAWUR, Capt. C. F. Lockstone, R.N.R.	About 1st Dec.	Freight only.
MARSEILLES, LONDON and ANTWERP	NORE, Capt. G. Phillips	About 4th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ILE, Capt. E. P. Martin, R.N.R.	About 8th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd November, 1907. [2

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.
COAL VASE TONGS.
FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [85

CHAMPAGNES.
SHERRIES.
PORTS.
MARSALAS AND MADEIRAS.
CLARETS.
BURGUNDIES.
HOCKS AND MOSELLES.
BRANDIES.
WHISKIES.
GINS.
LIQUEURS.
BITTERS.
ALES, BEERS AND STOUTS.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 31st October, 1907. [38

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY,
LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 1st December,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.
Returning from Macao at 5 P.M.
Meals and Refreshments supplied on board.

Saloon, Return Fare $4.00
„ „ on the following day 5.00
„ Single „ 2.00

Popular Excursion Rates as usual.
Children under 12 years Half-Price.
NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M., and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 25th November, 1907. [67

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

LANE, CRAWFORD & CO.,
THE MUTUAL STORES,
and all its BRANCHES.
A. S. WATSON & CO., LD.,
and the Agents—
F. BLACKHEAD & Co.

Hongkong, 2nd October, 1907. [30

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED.

A Large Assortment of EVENING GOWNS from $60.

Also Furs, Feather Boas, Trimmings, &c. [59

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents. [545

Hotels.

CONNAUGHT HOTEL,
HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT.

709]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. P. DAVIES,
Manager.

Hongkong, 21st June, 1907 [26

VICTORIA HOTEL,
(TELEGRAMS—VICTORIA—SHAMEEN),
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.
H. HAYNES,
Manager.

MACAO HOTEL,
(TELEGRAMS—FARMER—MACAO).
MACAO, CHINA.
IN THE CENTRE OF THE PRAIA GRANDE.
Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM FARMER, Proprietor.

25]

HOTEL CRAIGIEBURN,

PLUMMER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 80.

For Terms, &c., apply to the
MANAGER.

Hongkong, 1st July, 1907. [4

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain	H. D. Jones.
" "POWAN,"	2,338 "	"	H. L. Black.
" "FATSHAN,"	2,260 "	"	C. V. Lloyd.
" "KINSHAN,"	1,995 "	"	B. Branch.
" "HEUNGSHAN,"	1,998 "	"	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain	W. A. Valentine.
" "SUI-TAI,"	1,651 "	"	C. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....219 tons,.....Captain R. Ramsay.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain	S. Bell Smith.
" "NANNING,"	569 "	"	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th November, 1907. [9

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907. [14

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,
General Agents.

Hongkong, 22nd October, 1907. [809

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the Colony.
Electric Lights, Fans and Call Bells.
Bath-Rooms attached to Each Room.
Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address: "CHEF" HONGKONG.
Telephone No. 84.

O. E. OWEN,
Proprietor.
[708

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [37

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. Riedermann	About WEDNESDAY, the 4th Dec., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. G. Rott	WEDNESDAY, Noon, 4th Dec., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 5th Dec., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of Dec., 1907.

EXTRA STEAMER.

EUROPE VIA PORTS OF CALL	"SACHSEN" Capt. Woltemas	About WEDNESDAY, 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th November, 1907. [1

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	On or about	Will leave for	Expected on or about
TJIKINI	JAVA	First half Dec.	JAPAN	First half Dec.
TJIPANAS	JAVA	First half Dec.	JAVA PORTS	First half Dec.
TJILIWONG	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIMAHI	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIRODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 27th November, 1907. [3

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1906. [60

Dr. M. H. CHAUN,
THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY
11, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1906 [61

SIGNALLING APPROACHING VESSELS.

RADICAL CHANGE IN ARRANGEMENTS.

Radical alterations were made last year in the arrangements for signalling the approach of vessels to Hongkong, which involved very extensive alterations and additions to the telegraph and telephone lines in use for this purpose. Formerly, Gap Rock and Waglan Lighthouses and the Peak Signal Station were in communication with the Eastern Extension Telegraph Co.'s office, which was in turn connected with the Harbour Office and the Observatory, whilst Green Island Signal Station was connected with the Harbour Office. This arrangement has been altered by establishing a telegraph and telephone office in the new Harbour Office and concentrating all lines there, the only line which is now connected with the Eastern Extension Telegraph Co.'s office being that from the Observatory. The reason for retaining it is that weather reports are received by cable from the various meteorological stations in Manila, Shanghai and elsewhere and it is important that these should be transmitted to the Observatory in the most direct manner possible. The following places are now in direct communication with the Harbour Office:—

(i) Gap Rock Lighthouse.....(telegraph)
(ii) Waglan Lighthouse.....(do.)
(iii) Cape Collinson Lighthouse ...(do.)
(iv) Green Island Lighthouse ... (do.)
(v) Peak Signal Station.....(do.)
(vi) Observatory .....(do.)
(vii) Naval Yard .....(telephone)

Of the above, items (iii), (vi.) and (vii.) are entirely new lines, the remainder being old lines which were extended or altered to bring the places mentioned into direct communication with the Harbour Office. The Signal Station and Gunpowder Depôt on Green Island are served by branch lines from the lighthouse there.

In addition to the foregoing, telephone lines were constructed placing the Naval Yard in direct communication with the Signal Stations at the Peak and at Cape D'Aguilar, which, by arrangement with the Naval authorities, are now manned by expert naval signalmen.

EARTHQUAKE VICTIMS IN CALABRIA.

OVER 600 KILLED AND 1,000 INJURED.

Rome, October 25.

The loss of life due to the earthquake in Calabria is far greater than was at first reported. In Ferruzzano hardly a building has been left standing, and it is thought that the dead will number about 300, while in all about a thousand persons have been injured.

The battleship Umberto has proceeded to Reggio di Calabria and Gerace Marina to help the distressed inhabitants. The Director of State Railways has ordered building material and provision destined for the sufferers to be conveyed free at express speed to the distressed district.

A telegram to the *Giornale d'Italia* from Reggio di Calabria says: "The inhabitants have been camping out in the open air, the more fortunate taking refuge in public or private vehicles or making impromptu tents out of rugs and blankets, and in some cases lighting fires. Carabineers and soldiers are parading the streets doing the best they can for the poor people and sharing their preserved meat with them.

OVER 600 VICTIMS.

"The authorities are in permanent session at the Prefecture. It is feared that the total number of victims will amount to 600. The state of things in the province of Reggio is an appalling one indeed. In the districts where the visitation was most severe even houses which remain intact are empty, because their occupants, fearing further shocks, will not return to them.

"In the town of Reggio itself but few of the inhabitants slept in their houses at night. The soldiers are behaving with splendid courage and self-sacrifice."

The earthquake caused considerable damage at Brancaleone, where the inhabitants are camped out in the open air. A fine rain is falling, and the sea is rough.

Immediately news arrived of the destruction of Ferruzzano, the squadron went there to render assistance. They found that practically the whole district was in ruins. There was no trace of roads, but devastation everywhere. Nine persons were rescued by the ships, and a number of dead bodies were recovered.

DIGGING OUT THE BODIES.

A company of infantry is proceeding with the work of digging out bodies. As soon as materials arrive dwellings will be erected for the inhabitants of Brancaleone, and for those who have fled from the districts where the damage is particularly heavy.

Signor Lacava, Minister of Finance, has left for Ferruzzano, and two companies of infantry are on their way to the same place.

King Victor Emmanuel has given 100,000 lire (£4,000) for distribution among the sufferers.

The Pope has sent 50,000 lire (£2,000) to the bishops in Calabria for the relief of sufferers from the earthquake, with an intimation that he will give a further sum if required.

Thanks to the energy and devotion of the officials sent by the Government and hard work done by the troops, a splendid start has already been made with the construction of shelter and the evacuation of dangerous dwellings. So far, no damage has been reported to the railways and public works.—*Reuter.*

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT, Stores will be Open at 10 A.M. and 4 P.M. daily Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 12nd June, 1905 [36

To Let.

TO LET.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
THATHERLEIGH, Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st November, 1907. 626

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st November, 1907. [66

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—
THE COMPRADORE DEPARTMENT,
Jardine, Matheson & Co., Ltd.,
Connaught Road Central.
Hongkong, 22nd October, 1907. [940

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 16th October, 1907. [922

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 19th October, 1907. [933

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—
COMPRADORE,
Barretto & Co.
Hongkong, 14th October, 1907. [665

For Sale.

JAPANESE CURIOS.

SELLING OFF AT COST PRICE,
To 24th December.

A LARGE STOCK
OF
CHRISTMAS CARDS,
CALENDERS, TOYS,
JAPANESE DOLLS,
LANTERNS
AND
CURIO BOXES
(ALL OF LATEST DESIGN AND PATTERN),
ALSO
TEA SETS,
SALBUM,
SATSUMA
CLOISONNE WARE,
BRASS &
BRONZE WARE,
LACQUER WARE,
PICTURES & FRAMES,
SCREENS, &c., &c.

We take this opportunity of tendering our thanks to all our customers for their valued support, and for the many expressions of approval received from patrons in every part of the world during the past year.

NIKKO CO.,
No. 5, ARSENAL STREET,
HONGKONG.
Hongkong, 30th October, 1907. [961

Intimation.

Powell's

ALEXANDRA BUILDINGS.

DRESS DEPARTMENT.

TWEEDS. CLOTHS. CHEVIOTS.

Dress Fabrics for every Occasion.

ALPACAS. ARMURES. SERGES.

Special Show of New Goods.

VOILES. EOLIENNES. NINONS.

WM. POWELL, LTD.,

Outfitters, Milliners, Furnishers,

Des Vœux Road, HONGKONG.

Hongkong, 20th November, 1907. [31

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 29th November, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A QUANTITY OF
MISCELLANEOUS GOODS,
Comprising:—
BAROMETERS, CUTLERY, MEDICAL BATTERY, MICROSCOPES, TELESCOPES, SEXTANTS, SHOOTING BOOTS, NEW RAINCOATS, CLOCKS, UMBRELLAS, DRAWING TOOLS, BILLIARD BALLS, CAMERAS, BANJOES, OVERCOATS and SUNDRY JEWELRY, &c.;
ALSO
REMINGTON TYPEWRITER and VALUABLE SINGLE STONE DIAMON RING (Stone weighs 3¾ carats), 18-K. GOLD ENGLISH CHRONOMETER (cost over $1,000) by Sewell & Co.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th November, 1907. [1031

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEORGE P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
ON
MONDAY,
the 2nd day of December, 1907, at 3 o'clock in the afternoon, at his Auction Rooms, in Duddell Street, Victoria, Hongkong,
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY
situate at PING CHAU in the New Territories in the Colony of Hongkong, viz:—
ALL THAT PIECE OR PARCEL OF GROUND situate at Ping Chau aforesaid and known and registered in the Hongkong District Land Office as Lot No. 130 in District Ping Chau (near Lantao) in the New Territories of the Colony of Hongkong together with the buildings thereon and the rights members and appurtenances thereunto belonging. Area 19,600 square feet or thereabouts.
The premises are held under all the terms and conditions of the Crown Lease thereof dated 24th January, 1905, at the Annual Crown Rent of $2.23, which Crown Lease and a plan of the Lot can be seen and inspected at the District Land Office, Beaconsfield, Victoria aforesaid.
For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagee,
or to
Mr. GEORGE P. LAMMERT,
The Auctioneer.
Hongkong, 20th November, 1907. [1011

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
TUESDAY & WEDNESDAY,
the 3rd and 4th December, 1907, at 10 A.M. each day, at H.M. Naval Yard,
SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,
Comprising:—
OLD AND SURPLUS NAVAL STORES:—CHAIN CABLE, WOOD BLOCKS, IRON and STEEL BOLTS, HOSES, OOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPET, OLD CANVAS CUTTINGS, &c.
OLD AND SURPLUS VICTUALLING STORES—BEDDING, SEAMEN'S CLOTHING, MESS TRAP, COOPERAGE MATERIALS, a large quantity of BISCUITS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th November, 1907. [1000

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES.

MR. GEO. P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 5th December, 1907, at 12 o'clock (noon), at his Sale Rooms, Duddell Street,
The British Steamship
"WING HANG,"
(Gross Tonnage 443.61 as she now lies off Mong Kok with all her Machinery, Gear and Appurtenances, Coals, Anchors, Cables, &c., &c., &c.,
in
ONE LOT.
The Steamer to be at Purchaser's Risk on all of hammer when one third of the purchase money must be paid, the balance of the purchase money to be paid within a week after date of sale.
For further particulars, apply to—
GEO. P. LAMMERT,
Auctioneer,
or
Messrs. EWENS and HARSTON,
Solicitors of Vendor,
Hongkong, 27th November, 1907. [1032

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,
all of the best quality;
ALSO
SWATOW BEST PEWTER-WARE,
CANTON EMBROIDERY and CHINESE LACES,
all from the best French patterns.
HONGKONG AND SWATOW.
Hongkong, 19th October, 1907. [882

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ-REGENT LUITPOLD,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous, Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before SATURDAY, the 23rd of November, at 6 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of November, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st of November, at 9.30 A.M.
All Claims must reach us before the 4th of December, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 24th November, 1907. [1

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 20th December, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 26th November, 1907. [1029

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Ville de L'Orient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 3rd December, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 3rd December, or they will not be recognized.
All damaged packages will be examined on TUESDAY, the 3rd December, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 26th November, 1907 [10

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 29th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ld.,
General Managers.
Hongkong, 27th November, 1907. [6

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.		
7.30 a.m. to	9.30 a.m.	... Every 10 minutes
9.30 a.m. to	11.00 a.m.	... Every 15 minutes.
11.30 a.m. to	12.45 p.m.	... Every 15 minutes.
12.45 p.m. to	1.15 p.m.	... Every 10 minutes.
1.15 p.m. to	1.45 p.m.	... Every 15 minutes
1.45 p.m. to	2.15 p.m.	... Every 10 minutes.
2.15 p.m. to	3.00 p.m.	... Every 15 minutes.
3.30 p.m. to	5.00 p.m.	... Every 15 minutes.
5.00 p.m. to	8.00 p.m.	... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	... Every 15 minutes
9.00 a.m. to	9.30 a.m.	... Every 30 minutes
9.30 a.m. to	10.30 a.m.	... Every 15 minutes.
10.30 a.m. to	11.00 a.m.	... Every 10 minutes.
11.45 a.m. to	12.00 noon	... Every 15 minutes.
12.00 Noon to	1.00 p.m.	... Every 10 minutes
1.00 p.m. to	5.00 p.m.	... Every 15 minutes
5.00 p.m. to	6.00 p.m.	... Every 10 minutes
6.00 p.m. to	7.00 p.m.	... Every 15 minutes
7.00 p.m. to	8.00 p.m.	... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59

NEW LAW COURTS.

PROGRESS OF WORKS.

The D.P.W. reports that much better progress was made in 1906, with this building than during the preceding twelve months, and, at the close of the year, the colonnade had reached an average height of nearly 10 feet above first floor level, the main and internal walls being somewhat lower. Some portions of the building were unfortunately delayed until the question of providing a Third Court, which had been raised, was settled. Dressed granite, aggregating 31,922 cubic feet, was set in the work and 100 granite balusters were prepared, bringing the number of these ready for fixing up to 300. The average number of masons employed daily was 167. All the steelwork required in the main structure arrived from England. The typhoon of the 18th September destroyed practically the whole of the scaffolding and injured a number of the window frames and a few blocks of granite; thus retarding the work considerably.

PRIVATE ENTERPRISE IN HONGKONG.

EXTENSIVE RECLAMATION OPERATIONS.

The following is a statement of the reclamation works in progress in the Colony during last year:—

COMPLETED.

	Area, sq. ft.
Marine Lot 285, near North Point	201,132
Inland Lot 1,723, near North Point	37,060
Sai Kung Marine Lot 2, Junk Bay (original scheme not carried out)	149,410

IN PROGRESS.

Kowloon Marine Lot 85, To Kwa Wan	140,000
New Kowloon Marine Lot 2, Lai Chi Kok	345,928
Kowloon Marine Lot 87, Yaumati	145,350
Kowloon Marine Lot 49, Yaumati	165,000
Marine Lot 290, Shaukiwan Road	53,800

The areas stated are those of the lots which in several cases extend for some distance above old high-water mark and, though largely so, are not therefore exclusively reclaimed from the sea. In some cases considerable additional areas beyond those stated have to be reclaimed for roads.

THE REINDEER AND THE ESKIMO.

WONDERFUL SUCCESS OF A GREAT EXPERIMENT.

Great interest is being excited in scientific and commercial circles in America by the splendid results of the skilful and assiduous efforts of Dr. Sheldon Jackson, a Presbyterian clergyman, to preserve from extinction the Eskimo tribes of Alaska. Few persons in England may be aware that in the middle of the last century a scheme for utilising camels in the Arizona was tried. This was a disappointing failure; but many people are now saying that if the attempt had been backed by Dr. Jackson it might have been crowned with success.

A most difficult problem has been triumphantly solved in Alaska, where there were, fifteen years ago, only sixteen reindeer. To-day, in consequence mainly of Dr. Sheldon Jackson's persevering efforts, there are in that territory 15,000 of these animals. This able pioneer some years since realised that starvation must be the fate of the Eskimo unless some means of subsistence other than the chase could be devised for them. He noticed that with the advent of white settlers the whales, seals, caribou and walruses were disappearing. He knew that the Siberians, living in climatic conditions closely resembling those of the vast peninsula, were self-supporting, simply because they possessed immense herds of reindeer. Not only is the animal wonderfully prolific, but its flesh is excellent for food, its hide furnishes good clothing, and its strength, docility, and endurance render it invaluable either for carrying or drawing loads.

Dr. Jackson is a philosophical ethnologist. He carefully studied the Alaskan temperament, and he became convinced that the Eskimo of the Territory, nomadic by hereditary custom, were unfitted for any of the white man's vocations except that of herding. He believed that reindeer herding would be a pursuit of fascinating interest to these natives.

The initial success of the experiment induced the United States authorities to take up the scheme in earnest, and reindeer stations are now scattered widely over Alaska, while new ones are constantly being established. The industry in a general way is under the supervision of the Bureau of Education, which is attached to the Department of the Interior. Dr. Jackson is the Bureau's Agent of Education in the northern section of the Territory.

Experience is proving the immense value of the deer as draught animals. In the winter of 1896-7 the superintendent of one of the stations travelled four months with reindeer teams traversing 2,000 miles of barren country, the deer living entirely on moss which they dug from the snow. On another occasion a relief expedition sent to icebound whalers at Point Barrow took along 300 reindeer, which were driven 800 miles with the temperature from 20 to 50 below zero. The animals reached their destination in perfect health, and several fine fawns were born on the way. For several winters the reindeer have been used to carry mails to the little villages along the coast of Behring Sea. Most useful results have followed the introduction of these animals. The native hovel has changed its character, and is now a house, often furnished quite comfortably, with pictures and even musical instruments, says the *Pall Mall Gazette*.

Recently the Russian Government has objected to the sale for transportation to Alaska of any more of the Siberian reindeer, but this is by no means a serious blow to the new industry, for the Territory can now be completely stocked from the increase of the present herds within its own borders. The yearly increase is about 20 per cent., and by the year 1910 there should be 30,000 reindeer in Alaska.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt, realized from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of
WAMPOLE'S PREPARATION
have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anæmia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod-liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists. 9

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.00 per Cask ex Factory.
In Bags of 250 lbs. net $3.00 per Bag ex Factory.
SHEWAN, TOMES & Co.,
General Managers
Hongkong, 3rd October, 1907. [48

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG.
Hongkong, 3rd September, 1907 [800

ST. ANDREW'S BALL.

SCOTSMEN desirous of becoming Subscribers are requested to send in their names to the Hon. Secretary, Mr. R. G. MUNRO, King's Buildings, from whom full particulars may be obtained.
Hongkong, 23rd November, 1907. [1024

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,000,000.)

Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [516

No. 775.
HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—
On SATURDAY, the 30th November:—
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 2 P.M., and finishing at 6 P.M.
If the weather is unfavourable on the above dates, Practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the ranges.
BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.
Hongkong, 22nd November, 1907. [1023

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

NOW SHOWING:—
A LARGE ASSORTMENT OF
FRENCH DOLLS and TOYS,
PERFUMERY,
TOM SMITH'S CRACKERS,
XMAS TREE ORNAMENTS,
FOOTBALLS, &c., &c.,
ALSO
The Best FRENCH CONFECTIONERY and LIQUERS.

INSPECTION SOLICITED.
Hongkong, 25th November, 1907. [94

FAST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 29th July, 1907. [54

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT

PHAROS.

THE MYSTIC AND MODERN ASTROLOGER

YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.
1000 " " " " Actresses, Songs, Animals, Lovers and Comic Cards for 15/-
English and Continental Actresses hand tinted real glossy Photographs 15/- p.p. gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.
500 ASSORTED Cards for 20/-
1 gross Jewelled Cards for 9/-
Foreign or Colonial Stamps not accepted. Kindly send Money Order.
958] BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON; CALCUTTA, SHANGHAI,
[illegible] John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
Hongkong, 27th November, 1907. [84

Intimation.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	per case, 1 doz. qts.	per case, 2 doz. pts.
ST. ESTEPHE	$ 7.50	$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION LARRIVET	18.00	20.00
CHATEAU MOUTON D'ARMAILHACQ	22.00	24.00
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUT CARNET	30.00	—
CHATEAU RAUZAN	41.00	—
CHATEAU LAFITE	50.00	—

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A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS.
Hongkong, 16th November, 1907. [1]

MARRIAGE.

On November 23, 1907, at Shanghai, CARL OSCAR, eldest son of the late Carl Christian Bojesen, D.M., of Copenhagen and Shanghai, to ANNIE SATSIE, eldest daughter of the late Captain Samuel Augustus Lord, of Salem, Mass., U.S.A.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 28, 1907.

THE PUBLIC WORKS DEPARTMENT.

There is an old Scotch Jacobite song which has the refrain, "Oh, but ye've been lang o' comin, lang, lang, lang o' comin," and the Hon. Mr. W. Chatham, C.M.G., Director of Public Works, will understand best of all to what we allude. It is now approaching the last month of the year of grace 1907, and we are favoured with the report on the labours of the Public Works Department for 1906. It is useless to dwell on the point, but it certainly reads like ancient history when every other paragraph in the report refers to the typhoon of the 18th September, 1906, the havoc it wrought and the expense it entailed. Undoubtedly the Public Works Department is the hardest worked of any in the service, and the Director is perhaps the most painstaking, but with all deference we might be permitted to hint that a report which appears a year after the event is just a trifle belated. Still it has arrived and, when all is said and done, that is the main thing to be considered. It appears that while something like $2,584,796 was voted by the Legislative Council under the Estimates and supplementary votes, the actual expenditure amounted to $2,046,734. On the item of "Personal emoluments and other charges" a saving of practically $80,000 was effected due, we are told, to the rise in exchange, the Estimates having been prepared in 1905 on the basis of a 1s 8d dollar, whereas the average actual rate was 2s 1¼d. If the Estimates for 1908 had been based on the same conservative principle the result might have proved more economical for the public exchequer, especially as the dollar seems to be on the verge of falling below the 2s standard. Towards what is called "Annually recurrent works" a total sum of $412,250 was voted, but of that there was spent merely $379,797; while for "Extraordinary works" a grant of $1,889,524 was made, although the Department only managed to expend $1,463,868. It is explained that the expenditure fell much below the estimates in regard to the Law Courts ($37,309.88), Post Office ($87,939.14), Prison ($40,000), New roads in Kowloon ($ 2,150.75), Permanent marks for traverse survey points in New Territories ($11,000.00), Reinforced concrete piers ($18,781.07), Insanitary property resumption ($12,066.62), Kowloon waterworks ($31,082.83) and Reconstruction of No. 2 tank ($ 4,935 85).

As regards the item "Prison," the report states, instructions were received that no expenditure was to be incurred in connection with it and, as regards the item "New roads in Kowloon," that a saving of about $12,000 was to be effected. In the case of the other items mentioned, the savings were mostly due to less progress being made with the works than was anticipated, or to stores ordered from England not arriving in time to be charged against the votes, but, with regard to the last item, it has been considered advisable to adopt another scheme which will probably render it unnecessary to proceed with the reconstruction of No. 2 tank. There was excess expenditure over the new Harbour Office and the Western Market to the amount of over $19,000, and in the case of the Kowloon-Canton railway to the extent of over $31,000. The damages caused by the typhoon amounted to nearly $69,000. The actual expenditure on Public Works Extraordinary, as shown by the statement, fell short of the amount provided in the Estimates by $97,831.34, but, if the amounts refunded from the Railway Account and obtained from other sources be included, the expenditure only fell short of the estimated amount by $29,291.57 or less than 2%. Referring once again to the typhoon, we find here for the first time a certain amount of complacency, notwithstanding its effect, for the Director of Public Works remarks: "The disastrous typhoon of the 18th September, though it caused the expenditure of a large sum in repairs to existing works, had the opposite effect as regards works in course of construction, as most of the temporary structures in connection with the e, such as matsheds, scaffoldings, &c., were entirely demolished, progress and expenditure on Public Works Extraordinary being thus diminished." The decrease in the expenditure of the Department in 1906 as compared with that of the previous year was $331,805, but when one comes to analyse the reasons for the decrease it is obvious that it was due to purely fortuitous causes. Under the heading of "Land sales and surveys," it is recorded that the amount of premium paid into the Treasury during the year was $320,092.99 or considerably less than the estimate which amounted to $400,000. It included the following sums: premia derived from the sale of rights to erect piers, $107,904.53; fees for extra boundary stones to mark lots, $79. The extensions granted in Hongkong comprised an area of 3,225 square feet at Wanchai, leased to the Hongkong Electric Co. for an extension of their Power Station; two others of 16 and 4,365 square feet respectively adjoining inland Lots 1,485 and 1,627 on the Peak Road, leased to the Humphreys Estate and Finance Co., Ltd; another of 685 square feet for Marine Lot 177, an old lot which was found to be in excess of the leased area to the extent stated; and another of 64 square feet, resulting from the rectification of some irregularity in the alignment of Des Vœux Road in the carrying out of the Praya Reclamation Scheme. Those in Kowloon included an area of 1,890 square feet for Marine Lot 33 at Fu-Tsun Heung, resulting from a readjustment of boundaries arranged in 1903; two areas of 4,460½ square feet each and a third of 411 square feet adjoining inland Lots 755-757 at Yaumati, which required some alteration in connection with the scheme of new 100-feet thoroughfares; an area of 76,250 square feet leased to the Dock Co. for an extension of their No. 1 Dock at Hunghom; another of 10,150 square feet for Marine Lot 83 at Hunghom, arising from an alteration in the setting out of that lot; and another of 1,750 square feet granted to the China Light & Power Co. in connection with a re-arrangement of their lots at Hunghom to suit the railway. Three new piers in Hongkong on long leases were allowed, ten in Kowloon and one in the New Territories, while extensions of three piers formerly sanctioned—two in Hongkong and one in Kowloon—were also granted. The actual amount of building work carried out, we are told, was possibly less than in the previous year although there was a net increase of 377 in the total number of plans submitted for approval, and there was also an increase in the number of Chinese houses erected. The increase in the number of plans submitted was due to the great number of minor alterations of existing buildings which were carried out in consequence of the action of the Sanitary Department in enforcing compliance with the provisions of the Public Health and Buildings Ordinance. The number of plans submitted for small alterations continues to increase, and it is worthy of notice that, whilst the total number of plans submitted from January, 1890, to January, 1904 (a period of 14 years) was 8,306, or an average of 574 per annum, the number submitted in the succeeding three years (1904-1906 inclusive) was 4,018, or an average of 1,339 per annum. As the result of the typhoon—which, as already remarked, crops up in every second line—two godowns fell at Kennedy Town and a house at East Point, involving their complete reconstruction; at Kowloon, one godown and four buildings collapsed. Two houses at Wanchai and one at East Point were partially damaged, while the record for Kowloon extends to nearly half a page of the report. Great havoc was done among the piers, principally along the Western portion of the city front and the Western front of Kowloon. Nine permanent piers and three of a temporary nature in the former district and nine permanent piers in the latter were totally destroyed, whilst nine piers along the city front and four along the Kowloon front were partially destroyed. Nearly the whole extent of the sea wall to the North of the Admiralty property in Kowloon was destroyed and one retaining wall in the city and another in Kowloon collapsed. The following, which appears under the caption of "general remarks," is rather stale news, but it may be useful as a record for generations yet unborn, being indicative of what Hongkong was doing in 1906: The Naval Yard Extension works and Messrs. Butterfield and Swire's shipyard works were in progress throughout the year. In the case of both undertakings, substantial progress was made. The Hongkong Milling Co.'s new flour mills were completed and started running before the close of the year. The erection of a large block of godowns for the Ocean Steamship Co. on Kowloon Marine Lot 88 was begun, the piling for foundations having been completed. The buildings consist of steel framework, filled in with brickwork, and are the first to be erected in the Colony in which this style of construction has been adopted. The Standard Oil Co.'s large storage depôt for oil in bulk on New Kowloon Marine Lot 2 at Lai Chi Kok has made good progress, the erection of the tanks, several of which are 90 feet in diameter, having been commenced. Unfortunately a serious slip occurred of a portion of the sea wall whilst it was in course of erection and it is probable that this will delay the ultimate completion of the work to some extent. The Green Island Cement Company made large extensions to their works on Kowloon Marine Lot 40. The Matilda Hospital (Sharp's Memorial) at Mount Kellett and the Military Hospital above Bowen Road were practically ready for occupation at the close of the year. Details are given of the work done in connection with the repairing and construction of roads in Hongkong and Kowloon, the waterworks, etc. The report is certainly evidence of the activity of the Public Works Department, and Mr. Chatham is to be complimented on the unquestioned efficiency of his staff under his able direction.

LOCAL AND GENERAL.

RATINGS have been detailed at the Medway Naval Depôt to join the destroyers *Fame Janus* and *Handy* on the China Station.

THE death is announced of Colonel Hobart, who saw service during the Indian Mutiny, and subsequently in the China war, being present at the capture of the Taku forts, and the advance on Peking.

THIS evening, at the Union Church Literary Club, Kennedy Road, the Rev. T. W. Pearce will deliver a lecture on "Light leaves in our local literature." The lecture is open to the public and the chair will be taken at 9 p.m.

DRAFTS of the Royal Engineers, Army Service, Army Ordnance and Royal Army Medical Corps, left Aldershot on 30th ult, for Southampton, to embark on the *Sicilia* for Malta, Singapore, Ceylon, and Tientsin. The *Sicilia* left yesterday.

THE following the officers have been appointed up to date to the *King Alfred*, flagship of Vice-Admiral Sir Arthur W. Moore, K.C.B., commanding the China Squadron and Eastern Fleet—Commander M. W. Consett; Lieutenants H. Boucher (navigation officer), S. Moore, R. Janvria, H. Tweedie, L. Shove, P. Spencer, P. Thoyts, and A. Bell; Fleet-Surgeon J. Chambers, M.A., and Surgeons W. P. Walker and W. W. D Chilcott.

CHAN YAU, a street coolie, residing at 17, Tai Wong Lane, broke into the matshed in which goods belonging to Robinson's Tennis Club, Wanchai Road, are stored, and departed with twenty-three bottles of mineral waters and some crockery to the value of $15. He was seen leaving by one of the lokis. At the Police Court, the morning, Mr. Hazeland sent him to prison for six weeks and six hours' stocks in addition.

IN May last the French cruiser *Chanzy* was wrecked and lost near Shanghai. Her commander, Captain Mauger, went to Shanghai and a few days later was reported killed in a motor accident. His family went into mourning and sought, without success, to get the body shipped to France. Last month Captain Mauger suddenly reported himself at the Ministry of Marine. It appears that his skull was fractured in the motor accident, and that the doctors telegraphed to Paris that his case was hopeless. He was accordingly given up for dead. He *recovered*, but getting no instructions, *decided* to report in Paris. He will now have to appear before a naval court to account for the loss of his vessel.

LEUNG IP, a shoemaker, of 43 Gough Street, was found guilty at the Police Court, this morning, on the charge of street snatching, on which he was indicated. It would seem that about ten o'clock yesterday morning Leung edged up to a nine-year-old girl, who was carrying her two-year-old sister on her back, and wrenched off a gold mounted rattan bangle from the infant's wrist. This he handed to a confederate, who escaped. Leung, however, continued to walk on, as quietly as ever, neither looking here nor there, but a shop coolie had seen the theft, and seized him. He was sentenced to six weeks' imprisonment, four hours stocks, and to receive two whippings of twelve strokes each.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Colonel Darling, R.E. (Officer Commanding the Troops), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Capt. Bax-I R. H. Taylor, R.N., (Harbour Master), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, Hon. Mr. E. A. Hewett, Hon. Mr. H. E. Pollock, K.C., Hon. Mr. Henry Keswick, and Mr. A. G. M. Fletcher (Clerk of Councils).

ABSENT.

Hon. Mr. E. Osborne.

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary laid on the table the following papers:—

Report by the Examiners of Queen's College (Sessional Paper No. 39).

Secretary of State's despatch on the services of the Sanitary Commissioners (Sessional Paper No. 40).

Report of the Director of Public Works for 1906 (Sessional Paper No. 41).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 50 to 61. It was agreed that they be referred to the Finance Committee.

The report of the Finance Committee (No. 10) was unanimously adopted.

SANITARY BYE-LAWS.

With regard to the proposed amendments to the sanitary bye-laws which were in the following terms:—

Bye-law No. 5 of the Domestic Cleanliness and Ventilation Bye-laws contained in schedule B of the Public Health and Buildings Ordinance, 1903, is hereby amended by adding the following proviso to it:—

"Provided always that the provisions of his bye-law shall not apply in the case of domestic buildings within the European Reservations, nor to domestic buildings in Kowloon South of Austin Road, nor to any part of a domestic building used as a shop, office or godown."

The Colonial Secretary said:—I notice with regret that the wrong bye-law has been printed and circulated, so I ask that this item stand over.

COMPANIES ORDINANCE.

With reference to the Bill entitled an Ordinance to amend the Law relating to Companies.

The Attorney General said that it might be in the recollection of the Council that the committee stage was adjourned to enable the Government to consider the point raised by the hon. gentleman opposite (Mr. Hewett) with regard to the Bill. They had had the opportunity of carefully considering the point raised and the conclusion, which they arrived at was that the objections which he raised were remote. The issue of a licence would be in the discretion of the Government in Council. It was presumed that unless a company had a sufficient number of shareholders it would not ask for a licence. He explained that the licence fees were an annual charge. In order to make the position clear and in order to show that the object of the Bill was to give to companies whose main business was carried on elsewhere the right of obtaining the local register he proposed to add the following proviso:

"Provided that the company applying for such a licence will satisfy the Governor-in-Council that the principal part of the business of the company is carried on at or near the places where it desires to keep such register."

He trusted that this proviso would meet the wishes of the hon. gentleman. He had had the opportunity of conferring with his hon. and learned friend (Mr. Pollock) and he had certain proposals to make which would clear up certain ambiguities. There were also some minor amendments which he also wished to asked the committee to accept.

The Council went into committee.

The Attorney-General submitted his proviso to section 4 sub-section 1 and it was adopted.

Certain minor explanatory amendments were made and the Bill passed through committee.

The Bill was then read a third time and passed.

THE NOTARIES' BILL.

The Attorney-General—With reference to the Bill relating to the appointment of notaries public, I am instructed to state that this Bill was introduced as a non-controversial Bill. In view of the opposition which has been raised to its enactment it is not proposed to proceed with it at present.

ADJOURNMENT.

His Excellency—The Council stands adjourned till this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

PUBLIC WORKS.

A sum of one hundred and four thousand and fifty dollars, in aid of the vote, Public Works, Recurrent, and Public Works, Extraordinary, for the following items:—

PUBLIC WORKS, RECURRENT.

	Buildings.	
1	Maintenance of buildings	$ 8,000
	Communications.	
4	Maintenance of roads and bridges in City	1,000
5	Maintenance of roads and bridges outside City	2,500
8	Maintenance of telegraphs	4,500
	Drainage.	
10	Maintenance of sewers, nullahs, &c.	4,500
	Lighting.	
13	Gas Lighting, Kowloon	350
	Miscellaneous.	
16	Maintenance of Public Cemetery	400
19	Miscellaneous services	1,000
20	Typhoon and rainstorm damages	66,800
	Water Works.	
23	Maintenance of Shaukiwan	250
25	Do. Lai Chi Kok	400
		$ 89,700

PUBLIC WORKS, EXTRAORDINARY.

	Drainage.	
14	Draining nullahs	4,000
	Miscellaneous.	
22	Miscellaneous works	7,000
	Water Works.	
26	Miscellaneous water works	550
	Insanitary property resumption	2,900
		14,550
	Total	$104,050

THE HULK "HYGEIA."

A sum of three hundred dollars in aid of the vote, Medical Department, *B.*—Hospitals and asylums, infectious hospitals, hospital hulk *Hygeia*, other charges, provisions, &c.

SECRET SERVICE.

A sum of three hundred and forty-three dollars in aid of the vote, Police and Prison Departments, *A.*—Police, other charges, secret service.

NEW TERRITORIES ROADS.

A sum of four thousand one hundred and eighty-four dollars in aid of the vote, Public Works, Extraordinary, communications, new roads in New Territories.

FIRE BRIGADE.

A sum of two hundred and ninety dollars in aid of the vote, Police and Prison Departments, *B.*—Fire Brigade, other charges, typhoon damages.

CORPORAL PUNISHMENT.

A sum of twenty-five dollars in aid of the vote, Police and Prison Department, *C.*—Prison, other charges, executioner's fees, and allowances for inflicting corporal punishment.

FORESTRY IN NEW TERRITORIES.

A sum of one thousand dollars in aid of the vote, Botanical and Forestry Department, other charges, forestry in New Territories.

HARBOUR MASTER'S OFFICE.

A sum of two hundred and eighty dollars in aid of the vote, Harbour Master's Department, *A.*—Harbour Office, other charges, electric fans and light.

POLICE INCIDENTAL EXPENSES.

A sum of one thousand one hundred dollars in aid of the vote, Police and Prison Departments, *A.*—Police, other charges, for the following items:—

Conveyance of police, prisoners and transport	$ 850
Incidental expenses	250
Total	$1,100

COLONIAL SECRETARY'S OFFICE.

A sum of five hundred dollars in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, incidental expenses.

THE HULK "HYGEIA."

A sum of one thousand four hundred and eighty-two dollars in aid of the vote Medical Department, *B.*—Hospitals and asylums, infectious hospitals, hospital hulk *Hygeia*, other charges, provisions, &c.

REPAIRS TO LAUNCH.

A sum of four hundred and fifty-six dollars in aid of the vote, Medical Departments *A.*—Staff, other charges, Health Officer of Port, repairs to launch.

This was all the business.

NEW POST OFFICE.

SUBSTANTIAL PROGRESS MADE.

In his annual report for 1906, Mr. Chatham says:—The foundations were finally completed and the site handed over to Messrs. Sang Lee & Co., contractors, for the superstructure, on the 23rd January. Substantial progress was made by the close of the year, the walls generally having been built to ground floor level or higher, and the piers of verandahs to 6 feet above ground floor level. About half the steel girders and joists for carrying the ground floor were placed in position and the door and window frames were fixed. Of the baluster for verandah balustrades, which are being made of granolithic, 1,000 were moulded by the close of the year. In the case of this building also, great damage was done to the scaffolding by the typhoon and a temporary roof which had been erected over a considerable portion of the site was entirely destroyed, much of the material being blown into the harbour.

KOWLOON POST OFFICE.

A contract for this work was let in February and the building was opened for the transaction of business in September. It is a small one-storied building situated in Salisbury Road containing a public office 31 feet by 30 feet with a counter for the sale of stamps, &c., clerks' and postmaster's offices, servants' quarters, lavatories, &c.

It is the first building to be erected for postal purposes in Kowloon, the business of the post office, since one was opened, having been conducted in a building rented from the Godown Co.

POST OFFICE, SHANGHAI.

This work, which consisted of considerable extensions to the Post Office building, was reported as completed in December. As it was carried out practically independently of the Public Works Department, being under the charge of the Surveyor to H. M. Board of Works, Shanghai, it is not possible to refer to it in any detail. The total cost, inclusive of a fee, $1,100 to the Board of Works Surveyor, was $2,881.35.

CAPTAIN E. T. W. Slade, R.N., has been appointed Director of Naval Intelligence in succession to Captain C. L. Ottley, who has succeeded Sir G. S. Clark as Secretary to the Committee of Imperial Defence. Captain Slade at one time commanded the *Algerine* on the China Station.

HONGKONG SHIPPING FIRMS BOYCOTTED.

STEAMERS TIED UP AT HAIPHONG.

RICE IMPORT RETARDED.

Authentic news has reached us of a boycott of three Hongkong shipping firms engaged in the Haiphong-Hongkong trade. The boycott has been established by the leading firms of dealers in rice at Haiphong. The Hongkong shipowners affected are Messrs. A. R. Marty & Co., Messrs. Jebsen & Co., and Messrs. Butterfield and Swire. All these firms operate regular lines of steamers trading between Hongkong and Haiphong. To arrive at a true appreciation of the boycott our readers must, in the first instance, be given an inkling of the interests concerned in the Hongkong-Indo-Chinese trade. That trade, so far as shipping is concerned, was, as is well-known, initiated by Messrs. A. R. Marty & Co., who, as pioneers, have maintained a fleet of small vessels on the run for the past fifteen years. With the advent of the firm of Messrs. Jebsen & Co. and the controlling agencies of several steamers owned in the Continent which they possess, the Germans also placed steamers in competition with the French owners. More recently, the ramifications of the expansive interests of the leading British shipping firm in the East took to also the Tonkin trade, with the result that steamers managed by Messrs. Butterfield and Swire also entered into competition with their predecessors.

It is common knowledge that the rice trade from Annam furnishes the bulk of the outward freight from Haiphong. Until the arrival of B. & S. on the competitive field, rice was carried to Hongkong at 25 cents per picul. This rate of freight suffered a decline on the appearance of the newcomers, so that for a time rice exporters in Haiphong benefited to the extent of a uniform rate of 20 cents per picul. But as the competition operated against the triple shipping interests, a mutual arrangement was arrived at whereby it was agreed to revert to the old freight of 25 cents per picul, under penalty in case of a breach by any one of the three contracting parties. The pool came into force on the 10th November. Accustomed as the Chinese exporters have been, for a time at any rate, to a cheaper freight, the "Conference" terms did not at all suit them. Hence the determination to boycott the regular liners. In fixing the rate at 25 cents, the "pool" did no more than revert to the old figures, and any charge of an extortionate tariff cannot therefore be sustained against them.

The first steamer to be boycotted, as we are informed, was the B. & S.'s s.s. *Singan*. No freight has been offered her. Messrs. Jebsen & Co., in the ordinary course, sent down their boat which, on arrival at Haiphong, also failed to secure a return cargo of rice. Then Marty & Co., despatched their favourite freighter the s.s. *Longkong*, which also came in for the same treatment at the French port. Three steamers are thus lying idle at Haiphong since the 20th inst. in the absence of cargo for the return voyage. This is all the more remarkable from the fact that, at this time of year, there is in normal times a cargo of from 10,000 to 20,000 piculs of rice arriving daily at Haiphong from the interior for export. On the accumulation of heavy stocks, we should imagine, the shipowners must rely for the breaking of the back of the boycott.

THE EXPORTERS' TACTICS.

Meanwhile the grain dealers have adopted tactics which certainly go to show their determination to fight the Conference. Their plan is commended for its eminent practical common sense. Fortunately for them the stagnant condition of the local freight market enabled them to negotiate for tonnage on a basis to encourage their opposition against the "liners." The Shun Tai hong of rice merchants at Haiphong, through their Hongkong agents, the Po Hing Tai, a leading local firm of rice dealers, have successfully negotiated the charter of two Norwegian steamers, with carrying capacities of about 10,000 piculs each. The first of the steamers to be chartered was the s.s. *Frithjof* which cleared for Haiphong on the 25th inst. from Hongkong, and the second was the *Dagny* now in port from Canton. She proceeds South forthwith.

Readers will readily understand that where conflicting interests are at stake, especially in a commercial contest for supremacy, the negotiations proceeding on the one side are carried on with the utmost secrecy. The specific terms of the charter of the two steamers have not yet definitely transpired, but in stating the rate at 9 cents per bag of rice holding one and one-third piculs we think we are not far from the exact rate at which the bargain was closed. By comparison, the grain exporters have undoubtedly secured very advantageous terms to themselves, viz., 19 cents for 1⅓ piculs of cargo against the Conference tariff of 25 cents.

What the attitude of the "pool" may be towards the exporters' plan of campaign it has not been possible to discover, although we should not be surprised if retaliation is made with a vengeance in which case freight on grain may possibly be brought down to 15 cents and 10 cents if necessary to squelch the native charterers. In the meantime two more steamers proceed to Haiphong to-day; they are the *Mathilde* and the *Hanoi*, of Jebsen & Co. and Marty & Co. respectively. Much, of course, will depend upon the combined deliberations of the representatives at Haiphong of the Hongkong firms, whose interests are in the hands of Messrs. Denis Frères for Butterfield and Swire, Speidel & Co. for Jebsen & Co., and Marty & Co. for their head office at Hongkong.

There are considerations, however, which should influence the contest in a very material manner. We shall briefly summarize them. The Hongkong market for grain demands immediate import from Annam. The accumulated stocks in the interior are of the old crop and must find prompt outlet, owing to the fact that the present year's crop is another abundant one. And, lastly, the forthcoming Chinese festivals in December demand an ample provision locally for the anticipated consumption of the tens of thousands of visitors. All these circumstances point to the immediate shipment of rice out of Annam if the favourable conditions of the consuming markets are to be availed of, and it is in favour of the regular lines that single-trip tonnage will not be wholly available for the enormous quantity of rice now awaiting shipment, east of Haiphong. There is confidence, therefore, that the present deadlock will not be of long duration.

Telegrams.

[Reuter's.]

The French in Africa.

London, 26th November.

The French lost 8 killed in the Beninasen attack.

Fighting was renewed yesterday, and the troops are pursuing the tribesmen to the mountains.

Bad Weather in England.

Heavy snowstorms have occurred in the North Midlands, and a whirlwind in East Kent has severely damaged the farm buildings and orchards.

Later.

Germany.

At the opening of the Prussian Diet, the speech from the Throne announces a less favourable financial situation, and a deficit is anticipated in consequence of the large increase for railway expenditure.

The Russian Navy.

The Russian Government pays the Vickers Maxim Co. £400,000 for the plans of two 20,000-tons battleships, with a speed of 20 knots, to be constructed in Russia.

NEW WESTERN MARKET.

BUILDINGS, OFFICIALLY DESCRIBED.

This building was completed and handed over to the Sanitary Board in July, reports the Director of Public Works. It consists of two main floors for market purposes, accommodation being provided for the Inspector and coolies by the construction of mezzanine floors at the north and south ends. The ground floor contains 12 large poultry shops, a poultry killing room, a large store, engine room, Inspector's office, and latrines, and the first floor 14 shops and 67 stalls for the sale of fish and two apartment for the storage of live fish. There are four wide granite staircases giving access to the first floor and ample entrances are provided, near which there are money-changers' stalls.

The engine room contains an oil engine and pump for pumping water from a well into two large tanks, with a capacity of 21,000 gallons, on the roof of the building, whence it is drawn for cleansing purposes.

The lighting of the market is by Kitson lights, 6 lamps of 500 candle-power being provided on each floor. The quarters and some of the subsidiary parts of the building are lighted by gas.

The walls are of Canton red brick faced externally with Amoy bricks and having a deep plinth and dressings of granite. They are finished internally with a dado of white glazed tiles ranging from 4 feet to 5 feet in height, above the level of which they are pointed with lime mortar and whitewashed. The floors are of cement concrete, supported where necessary on cast iron columns and steel beams and the roof is covered with double pan and roll tiling on steel trusses and purlins.

The total cost, including piled foundations, fittings, lighting, water supply, &c., was $172,567.46.

CANTON DAY BY DAY.

MACAO'S BOUNDARIES.

[From Our Own Correspondent.]

Canton, 27th November, 1907.

On receipt of the many telegrams from the Cantonese in the province and abroad, the Ministry of Foreign Affairs at Peking has given telegraphic instructions to Viceroy Chang to depute a weiyuan to define the exact boundaries between the district of Heungshan and the Portuguese colony of Macao, and to submit plans to the Waiwupu showing the alleged differences in the delimitation of the boundaries.

A LONG PENDING ACTION.

With reference to the case of Messrs. Chan Lun Tai & Co., late contractors for the construction of the new bund, and whose properties were seized and confiscated by order of ex-Viceroy Chow Fu, and whose managers were arrested, on a charge of failing to carry out the contract to the satisfaction of the Government and for alleged irregularities on their part in connection with the rendering of accounts, etc., the contractors on several occasions petitioned the ex-acting Viceroy and the present Viceroy, for judgment in the case, but the case remained unsettled until now. H. E. Chang instructed the officials of the Bunding Department to investigate the case in order to settle it at an early date. On completion of their investigations, the officials forwarded a report to the Viceroy stating that, upon minute examination of the accounts pertaining to the contract, it was found that there still remains a balance of twenty thousand odd dollars due to the contractors. In accordance with the report, H. E. has given instructions to the Shan Hou Chu officials, together with the officials of the Bunding Bureau, to deal with the case and bring this long-standing matter to a satisfactory conclusion.

M. CHAS. HARDOUIN AT CANTON

Yesterday, Monsieur Charles Hardouin, a member of the Council of the French Indo-China Government, accompanied by the French Consul-General at this port, again paid a visit to the headquarters of the Anti-Opium League, where they were received most cordially by the committee of that institution. The visitors greatly admired the management and working of the institution, and Mon. Hardouin remarked that there were numerous Chinese opium-smokers residing in Annam, and also promised to try and follow the example of this institution to prohibit opium-smoking in Annam, when he returns there, and to open refuges for the treatment of opium-smoking patients. After a conversation with the committee of the Association, tea was served.

PUBLIC HEALTH COMMISSION.

LORD ELGIN'S THANKS.

A DIFFICULT AND LABORIOUS INVESTIGATION.

At the meeting of the Legislative Council this afternoon, the Colonial Secretary laid on the table the following despatch from the Secretary of State, by command of his Excellency the Governor:—

Downing Street,
18th October, 1907.

Sir,—In the absence of your predecessor, the Officer Administering the Government submitted to me the report of the Commission appointed to consider the administration of the sanitary regulations of Hongkong.

Certain questions arising out of the Commissioners' report have already formed the subject of references to me, and I have no doubt that other matters discussed by them are now engaging your attention. In the meantime, I take this opportunity of requesting that you will express to the members of the Commission my appreciation of the careful and thorough manner in which they conducted what was evidently a difficult and laborious investigation.—I have, &c.,

ELGIN.

Governor
Sir F. D. LUGARD, K.C.M.G., C.B., D.S.O., &c., &c., &c.

KOWLOON-CANTON RAILWAY.

SURVEY AND PRELIMINARY WORK.

Reference is made in the D.P.W.'s report to the Kowloon-Canton Railway as follows:—Messrs. Bruce and Valpy, having completed the survey and setting out of the line, left the Colony on the 24th February. As mentioned in last year's report, the work of constructing the section between Tai Po and Lo Fu Ferry was undertaken by the Public Works Department on the 9th December, 1905, the intention being that this portion of the railway route should be used as a road until the progress of the remainder of the work required it to be devoted to railway purposes. Work was actively carried on until the 18th May when it was stopped at the request of Mr. G. W. Eves, who had arrived in the Colony on the 24th March to assume charge of the railway work, and the Public Works Department ceased to have anything further to do with constructional operations. At the time of suspending work, the following was the position of affairs:—

COMPLETED TO FORMATION LEVEL.

13,610 lineal feet (2.58 miles) of embankment.
900 " (0.17 ") " cutting.

PARTLY EXECUTED.

3,030 lineal feet (0.57 mile) of embankment.
400 " (0.07 ") " cutting.

In addition to the foregoing, channels of a total length of about half a mile had been excavated for the purpose of diverting streams and obviating the crossing and re-crossing of them by the railway, and sundry minor works had been executed.

ROBBERY AT EAST POINT.

HOME OF REV. MR. BONE ENTERED.

Before Mr. F. A. Hazeland, at the Magistracy, this morning, five men—two of whom were houseboys employed on the premises—were arraigned on charges of entering No. 2, Morrison Hill—the residence of Rev. Mr. Bone—on the morning of the 22th instant and committing robbery therein.

From the evidence adduced it would appear that on the night of the 25th instant three men called on the two "boys" and were invited to stay overnight. In the morning, when the cook—Kan Iu Pun—had gone to market the three men, with the assistance of the "boys," forced an entrance into his room, and, breaking open a trunk, removed $137.50 in cash and about $30 worth of clothing. Having accomplished this the stuff was removed into the kitchen, where a discussion took place as to the best means of throwing the police off the scent. It was then decided to gag and bind the two "boys," who would be the first to be suspected of the theft. This was done, and the three strangers left with the loot. About an hour later Rev. Mr. Bone, who had been waiting for his early morning tea, and not hearing a sound below, went to investigate and found his two "boys" tied to a bench. The police at No. 2 Police Station were instantly notified, and Sergeant Lee proceeded to make inquiries. Arriving in the kitchen the sergeant had fully made up his mind that the "innocent" looking "boys" were not so innocent as they appeared gagged and bound, and, standing to one side, he requested the "boys" to unbound themselves. Curious to relate both "boys" spat out their gags at once. Then they started to free themselves. One of the "boys" succeeded, but the other, who was more securely bound than his *confrere*, failed. He was, however, released by the sergeant, and both were arrested on suspicion. They were detained in custody until yesterday when they confessed to having taken part in the robbery and gave such information which led to the arrest of the three others at Yau-ma-ti, and the recovery of part of the stolen property.

The evidence was conclusive, and his Worship sent each man to gaol for six weeks and ordered them to be exposed in the stocks for six hours.

A CONSIDERABLE excess expenditure was incurred in 1906 under the heading "New Roads in New Territories," which vote was largely applied to the construction of the railway between Tai Po and Lo Fu Ferry, the intention being to utilise the route as a road until it became necessary to lay the rails for the railway, but, as a sum of $32,402.06 was refunded from the Railway Loan Account, the amount appearing as public works expenditure was correspondingly reduced. Two sums of $5,000 and $2,500 respectively were contributed by the Military authorities towards the extension of the Kowloon City Road in the direction of Customs Pass and the improvement of the road to Kowloon Pass and these amounts also do not appear as public works expenditure.

SIR PAUL CHATER'S MINES.

PROSPECTING IN THE NEW TERRITORIES.

In his report for 1906, the Director of Public Works writes:—An Ordinance authorising the issue of prospecting licences, mining licences and mining leases was passed in June and regulations with reference to the same were published in August. Prospecting licences were issued to Sir C. P. Chater during the year for various parts of the New Territories and one mining lease for an area of one square mile at Ma On Shan, on the south shore of Tolo Harbour, was granted to the same gentleman. The lease authorises the working of deposits of iron ore which were discovered there in the course of prospecting operations.

TRAGIC END OF A BOAT WOMAN.

INQUIRY AT THE MAGISTRACY.

The death of Wong Kan, a sampan woman, twenty years of age, who was killed in the harbour on the morning of the 15th instant through a collision, was inquired into at the Magistracy, this afternoon, by Mr. F. A. Hazeland, sitting as Coroner, and a jury comprising Messrs. A. C. W. Neidt, Thomas Neave and G. G. S. Forsyth.

Leung Yeung, the master of the junk, No. 305, was the first witness examined. He stated that at about seven o'clock on the morning in question he was lying alongside the steamer *Singan*. The Harbourmaster's launch *Lily* came up from astern and in attempting to get alongside the steamer she struck the junk's stern oar; the strapping snapped, and the oar fell and struck deceased on the temple, killing her.

The Coroner—Who was Wong Kan?

Witness—The wife of Leung Kan, a foki on board.

Was not a strong wind blowing at the time?—No.

Was not wind and tide contrary to the launch?—No.

What about the tide?—There was little tide.

Leung Kan, the husband of deceased, gave corroborative evidence.

F. McIvor, boarding officer attached to the Harbour department, was on board the *Lily* at the time of the tragedy. He said that on that morning the launch steamed alongside the starboard gangway of the *Singan*. On leaving the vessel, wind and tide being contrary, the *Lily* was put ahead, instead of astern. Cargo-boat 305 was made fast to the starboard bow of the ship and two of her stern oars were in the water, obstructing the launch from leaving the ship. Coming within six feet of the ladder, where they entered the water, the *Lily* was shoved clear of the *Singan* with a boat hook, clearing the inner oar. The launch had just started to move when she struck the outside oar under water. The engines were reversed but before anything could be done she snapped the strapping and the oar dropped—

The Coroner—Causing the oar to strike the deceased.

Witness—I did not see that. In fact I did not see anyone near it. I heard a noise and went on board the junk and saw a number of persons holding up a woman's head.

Was she dead then?—No.

You went for a doctor?—Yes.

Witness, proceeding, said that when he returned with a doctor the junk had left. She was later found alongside the praya wall, outside the Harbour Office, with the woman on board, dead.

The Coroner—I want your opinion as to these oars. These oars are very long?—Yes, between 30 and 40 feet.

Is it a practice to take in these oars when not in use?—It is done in some cases, but in the majority of cases it is not done. These oars should be taken in when alongside a ship or wharf. Not only do they cause an obstruction, but they are dangerous both to those on board and passing vessels.

Is it an offence to leave the oars dipping in the water?—No, but it should be made an offence.

By a Juryman—When you struck the oar was the launch moving?—It was just moving.

Owing to wind and tide you found it impossible to go astern when leaving the *Singan*?—Yes.

The Coroner—Was the *Lily*, in your opinion, handled in a seamanlike manner?—Yes.

Have you anything more to add?—I might add that the coxswain of the *Lily* has been employed by the Harbour department for about twenty-four years.

Dr. C. M. Heanley, officer in charge of the public mortuary, certified that death was due to concussion of the brain.

A verdict of accidental death was returned.

THE P. and O. Company's s.s. *Indus*, which left London on 25th ult., took the following specie for Hongkong:—Bar Silver £6,000; Hongkong dollars silver £15,450.

LEUNG PING NAM, a shop coolie, residing at 5, Wanchai Road, lost control of his temper early yesterday morning and as a result he behaved himself in a manner which, as it will be seen, proved rather expensive. At about two a.m. yesterday Leung, it appears, walked up to a vehicle stand in Queen's Road to engage a ricksha to proceed to his home. Most of the coolies refused to accept the fare, as did Kwok Yuen, the puller of vehicle 1355. This annoyed Leung, and he swiped the latter coolie over the head with his umbrella several times. Cries of "Police" went up, and Leung was arrested, Kwok accompanying him to press the charge. At the Station, Kwok lodged a charge of assault, and the Indian constable a charge of disorderly conduct against Leung. Inspector Smith listened to all Kwok had to say and as he was leaving the charge-room called for his ricksha licence. He had none, and was detained with Leung, who some hours later was released on $15 bail. He did not put in an appearance at the Police Court yesterday when the case was called and his bail was estreated. Kwok was fined $5 for plying a ricksha without a licence.

KOWLOON WATERWORKS.

FAIR PROGRESS RECORDED.

According to the Public Works report for 1906, fair progress was made with the various sections of the work with the exception of the dam which continued to progress very slowly. Operations were, however, sufficiently advanced to admit of turning into the mains on the 24th March some of the streams intercepted by the catchwater and clearwater channel, thus augmenting the supply to the extent of at least 75,000 gallons per day. The further progress made during the year enabled water to be impounded in the reservoir and, by the adoption of some temporary expedients, a filtered supply, sufficient for the needs of the whole of the Kowloon Peninsula, was turned on on the 24th December, 1906, thus superseding the original works for the supply of Kowloon, which came into operation on the 24th December, 1895, or exactly 11 years earlier.

STORAGE RESERVOIR.

The height of the main dam was increased by 18 feet during the year bringing it to an average height of 418 feet above Ordnance Datum or 30 feet below overflow level. The following are the quantities of material used in its construction during the year:—

Cement concrete, ...6,600 cubic yards.
Rubble masonry facework, ... 400 " "
Ashlar " " ...9,500 " feet.

The pipes and valves were fixed in the valve well and culvert during the wet season, thus enabling water to be impounded in the reservoir for the supply of the Peninsula during the dry season.

The excavation for the byewash dam and channel was practically completed in October and a commencement was made, towards the end of the year, with the concrete and masonry work.

TUNNELS, SITE FOR FILTER BEDS, &C.

This work was completed by the Wing On Firm in the summer. The laying of 18" main for conveying the water from the gauge basin to supply Kowloon was completed on the 24th March rendering available from that date, as already mentioned, the water derived from the clearwater channel and from a portion of the catchwater. The pipes for the 10" main connecting the storage reservoir with the gauge basin at the head of the 18" main did not arrive until the end of the year, so, to avoid delay in rendering the water stored available, temporary connections were made enabling the water to be passed to the Filter Beds on the 21st December and supplied to Kowloon a few days later.

FILTER BEDS.

A supplementary contract had been entered into in December, 1905, with the Wing On firm for the construction of three filter beds each of about 800 square yards area. The actual construction of these beds was completed before the end of 1906, except as regards the forming of the necessary connections, the pipes and fittings for which had not arrived form England. Recourse was therefore had to temporary wooden troughs through which the water was conveyed to filter bed No. 3 and passed from it into the 18" main, a regular supply of filtered water to Kowloon being thus commenced on the 24th December.

CATCHWATER AND CLEARWATER CHANNEL.

The clearwater channel was completed in January and connections made to the large stream at 1,400 feet on the catchwater and to the stream taking the water from the southern portion of the catchment area. This water could not, however, be made available for the supply of Kowloon until March owing to the delay in getting the main laid under the contract for the tunnel and filter beds site. The catchwater was completed up to 5,900 feet by the end of the year and work on the remaining portion was well advanced. The raising of the Tai Po Road alongside the reservoir and a bridge across the discharge channel from the catchwater, which were also included in this contract, were completed in August.

DISTRIBUTION WORKS.

An 8" main was laid in Gascoigne Road, connecting to the Yaumati distribution system by a 4" temporary main and extending along Des Vœux Road as far as Bulkeley Street, Hunghom. The Gascoigne Road section constitutes an addition to the system, but the Des Vœux Road section only supersedes an old 5" main, which was in turn taken up and relaid as far as Station Street, superseding an old 3" main. A 4" main was laid along Temple Street, Yaumati, from Waterloo Road to Market Street; a 5" main from Station Street North to Ship Lane, Taikoktsui, and a 4" main in Ship Lane. These all constitute extensions of the distribution system.

The above included the laying of:—

4,150 feet 8" cast iron pipes.
2,300 " 5" " "
3,000 " 4" " "

Fire hydrants to the number of 22 were fixed on the new mains.

HONGKONG PIERS.

LEASES DURING LAST YEAR

During last year the right of erecting piers under long leases was granted in 3 cases in Hongkong, 10 in Kowloon and 1 in the New Territories whilst extensions of three piers formerly sanctioned—two in Hongkong and one in Kowloon—were also granted. The premia derived from the above in Hongkong amounted to $29,587.50, in Kowloon to $76,149.50 and in New Territories to $7.50, while the annual rentals were $1,440, $3,630 and $90 respectively. Guide piles were sanctioned for the use of the Star Ferry Co. at the approach to their Kowloon pier at an annual rent of $320. Licences for the following temporary piers for various periods were issued:—16 in Hongkong, 15 in Kowloon and 34 in the New Territories, the amount of fees payable for these being $7,125.75. Licences were also issued for 18 slipways in Hongkong, the fees for which amounted to $1,087.50.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(FRIDAY), the 29th November, 1907, at Noon, at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A QUANTITY OF
WINES AND SPIRITS.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1907. [1035

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 30th November, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—
Single and Double IRON BEDSTEADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTELS with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, Double TEAKWOOD WARDROBE with BEVELLED GLASS, TAPESTRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c., &c., &c.;
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th November, 1907. [1036

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *India*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 4th December at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th November, 1907. [2

SCENE ON BLAKE PIER.

STEWARD PLAYS HIGH JINKS.

A certain steward, belonging to one of the steamers which arrived in port the other day, came ashore last night to enjoy himself. This he did right royally, and just before midnight started to return to his ship. Paying off his ricksha at Blake Pier, the steward, who was in a most hilarious mood, walked up to the policeman on duty on the pier, and, in a most insolent manner, commanded the officer to call him a sampan. Knowing the condition the man was in the officer stepped to the side of the pier and called "Sampan," taking no notice of the stranger. The night being cold few sampans were about, and even those moored off Blake Pier were not at all anxious for a job. "Sampan!" cried the officer again, but he might as well have spoken in the wilderness for all the notice that was taken.

"Did you hear me speak to you just now?" asked the steward, at the same time approaching dangerously near the policeman. "Call me a sampan you English swine!" he shouted.

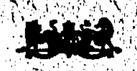
The officer had not the time to reply before the steward closed on him. There and then a struggle followed. Soon the fighting steward was overpowered and the officer proceeded to remove him to the Central Police Station. For a while he went quietly, but on arriving outside the Hongkong Hotel the humiliation of being under arrest was too great for the steward.

"Look here," he said, turning to one side. "Do you know whom you, a common policeman, nobody, have under arrest. Remove your hands." The hands grasped tighter. "I'm an officer in the army," he continued, "an officer in the army, do you hear? If I had a sword I'd cut you in two."

However, nothing violent followed, and the "army officer" was removed to the lock-up on a charge of disorderly behaviour. Pulling a roll of banknotes from his pocket, the enraged steward applied for bail. The inspector on duty asked him to deposit $15. This the steward would not do until he received a stamped receipt for his money, but as that rule is not in force at the Central, or, in fact, any police station in the Colony, he was conducted to a cell. Safely landed between the bars the steward threatened to do something dangerous if a light was not placed in his cell, and a pillow for his bed. He also wanted a cigarette and last, but not the least, a drink to keep him quiet.

Early this morning a most meek and humble individual never left a cell. He deposited $25 with the inspector and took his departure, wondering what had happened last night.

Intimations



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ROBINSON PIANO

CO., LD.

OFFER THEIR ENTIRE

STOCK OF

HIGH-CLASS

PIANOS

AT

25 % Discount

For CASH.

To make room for New Season's Models.

Hongkong, 5th November 1907. [32

HIGH GRADE

HAVANA

CIGARS.

EXCELLENT SMOKES.

La Chanza.....	@ $4.50 per 100 in boxes of 50			
Gran Valor	" 4.50	"	"	50
Espagnola	" 4.00	"	"	50
Marca Roja	" 4.00	"	"	50
Honey Suckle ...	" 4.00	"	"	50
El Oro	" 3.75	"	"	50
Asta.....	" 3.50	"	"	50
Brevas	" 3.00	"	"	50
Flor Fina	" 3.00	"	"	50
Royales	" 5.00	"	"	100
Companeros	" 4.00	"	"	100
Houris.....	" 2.00	"	"	25

CONNOISSEUR'S SMOKE.

TEOFANI'S

HIGH-CLASS CIGARETTES.

Zenidjeh	@ $3.50 per box of 100			
Sulfine	" 3.25	"	"	100
London Life	" 2.50	"	"	100

H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 23th November, 1907. [34

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under-Eleven-Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"		6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPRESS OF INDIA"		6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class .....*via* St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways...*via* St. Lawrence £40. *Via* New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.
Hongkong, 24th October, 1907. *Corner Pedder Street and Praya.* [11

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	*VUENSANG**	FRIDAY, 29th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*KUTSANG*†	TUESDAY, 3rd Dec., 4 P.M.
MANILA	*LOONGSANG**	FRIDAY, 6th Dec., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	SATURDAY, 7th Dec., 3 P.M.
SINGAPORE, SAMARANG and SOURABAYA	*ONSANG*	SATURDAY, 7th Dec., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	$ 65	$100
Penang "	85	130
Calcutta "	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 27th November, 1907. [6

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.		TO SAIL.	
NINGPO & SHANGHAI	"HU AN"†		1st Dec.	daylight.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"		4th "	4 P.M.
SWATOW & SHANGHAI	"SHAOHSING"		4th "	"
SWATOW & SHANGHAI	"HOIHOW †		6th "	"
SWATOW & SHANGHAI	"KASHING"†		7th "	"
SWATOW & SHANGHAI	"YOCHOW"†		10th "	"
SWATOW & SHANGHAI	"KIUKIANG"†		14th "	"

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th November, 1907. [7

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th Nov., 1907.
RUBI	2540	Almond	"	SATURDAY, 7th Dec., 1907.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 27th November, 1907. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ATHOLL"	On or about the 30th November.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 21st November, 1907. [8

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

167 Ocean Steamers with
916,000
Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA,—HABSBURG,—HOHENSTAUFEN,—SILESIA,—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: **NAPLES, PLYMOUTH, HAVRE, HAMBURG.**

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
SCANDIA ..... 3rd Dec.	SILESIA ..... 11th Dec.
HABSBURG ..... 21st Dec.	SCANDIA ..... 8th Jan., 1908
RHENANIA ..... 21st Jan., 1908	HABSBURG ..... 29th Jan., 1908
HOHENSTAUFEN ... 22nd Feb., 1908	RHENANIA ..... 26th Feb., 1908
	HOHENSTAUFEN ... 25th March, 1908

Hongkong, 28th November, 1907. [3

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 29th inst., at 10 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 28th November, 1907. [1028

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th November, 1907. [968

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with —NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
*Tremont** ...	9,606	T. W. Garlick...	10th Dec. 1908.
Suverict ...	6,232	Shotton	4th Jan.
Kumeric†	6,232	Cowley	28th Jan.
Shawmut ...	9,606	E. V. Roberts...	21st Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 16th November, 1907. [12

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey .....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [91

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Capt. W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 3rd prox., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 27th November, 1907. [1034

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE, via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers.	Tons	To sail
KATHERINE PARK	5,000	About Middle of Dec.
KASATO MARU	6,100	Sometime in March, 1908.

Taking Freight and Passengers to other eastern and Western Coast ports of South America, in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to
K. MATSDA,
Manager,
York Building.
Hongkong, 13th November, 1907. [15

Sole Agents for
HUMBER CYCLES.

TYPEWRITERS

FOR

HIRE, REPAIR & SALE

TO CLEAR AT VERY MODERATE PRICE.

REMINGTON,
HAMMOND,
BARLOCK.
NEW CENTURY & SUN TYPEWRITERS.

MOTOR LAUNCHES and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR $2

New Bicycles for Hire.

NEW CYCLES FROM $85 EACH.
REPAIR TO MOTOR BOATS, CARS, AND CYCLES UNDERTAKEN.

DRAGON CYCLE DEPOT,
No. 11, D'AGUILAR St. and KOWLOON.
Hongkong, 9th November, 1907. [467

THE CONGO ATROCITIES.

RAPS THE MISSIONARIES.

Protests by missionaries in the Congo Free State against alleged atrocities under King Leopold's dominion have been half-hearted and largely as a matter of form, according to Prof. Frederick Starr, of the University of Chicago, who spent a year investigating conditions in the Congo. Prof. Starr declares that some of the missionaries who signed the joint protest in 1906 did so merely because they did not wish to be left out of a general action, and that the protest itself was couched in such mild terms as to cast serious doubts on the authoritativeness of the document.

"This protest tends to become valueless when you consider that a Swedish Baptist missionaries who signed it also print in front of their books the portrait of King Leopold and, refer to him in terms of praise," said Prof. Starr last night. "Furthermore, these same missionaries print the laws of the country, Leopold's laws, and urge the blacks to obey them, to accept conditions as they are.

FOUND NO CRUELTIES.

"Missionaries from a large American Presbyterian mission in the Kasai country also signed this protest. As a matter of fact, it is generally known that in the district around their mission there are no atrocities. In fact, this was the country where I went first and expected to spend all my time collecting evidences of cruel treatment of the blacks. But I had to go elsewhere, because I did not find any cruel treatment and I did not want to leave without giving the agitators the benefit of the doubt."

According to Prof. Starr, Richard Harding Davis made his famous trip for Collier's expressly for the purpose of finding what Starr failed to discover, namely, the inhuman treatment of blacks told of by agitators. He says that Davis was not commissioned to make the trip until he (Prof. Starr) came back from his own explorations and refused an offer to write for Collier's. Afterwards he became convinced that he ought to tell the actual conditions he had discovered, and at the instance of the publishers of the Chicago Tribune wrote a series of articles for that newspaper. Then Davis was commissioned to make the trip for Collier's.

PICTURES OF ANCIENT DATE.

Prof. Starr declared that the photographs published in Collier's showing the mutilated blacks were of ancient date and the accompanying stories were misleading. In fact, Richard Harding Davis fares pretty badly at the hands of the anthropological professor.

"Political greed on the part of Great Britain, France and Germany is at the bottom of the agitation for reform in the Congo," said Prof. Starr. "As soon as the country is partitioned, if it ever is, these atrocities will strangely cease. The division is well understood, and the proportion each country will get. England will get the district near English Uganda, France the part near the French Congo, and, of course, Germany will get the great Kasai district. However, I see no progress toward a partitioning."

DOUBTS OPPRESSION.

Prof. Starr believes that the greater part of the depopulating of villages on which the agitators have dwelt has not been due to oppression. He says that since tens of thousands of blacks in the British territory have been dying of sleep-sickness, the disease which the agitators claim was fatal because of the weakened condition of the "oppressed black," the cry has ceased.

"As a matter of fact, there are many other causes for the depopulation," he explained. The district or village will get in a row with the government and all the people will move into English Uganda or the French Congo. May be in a year or two they will get in a row with the other country and back they will come."

Another trip to the Congo and further into the interior is contemplated by Prof. Starr for the near future. He wants to investigate the pigmies, of which he saw little during his first expedition. Furthermore, this time he intends to go clear through the continent.

Intimations.

KUHN & KOMOR'S ART CURIOS STORE

will be RE-OPENED on the 7th inst., at No 13, QUEEN'S ROAD (under Connaught Hotel),
AND
A CLEARANCE SALE at GREATLY REDUCED PRICES
will be held to the END of THIS MONTH.
INSPECTION CORDIALLY INVITED.
Hongkong, 2nd October, 1907. [886

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 7th March, 1907. [14

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station, Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.		
1.	A CONE point upwards	indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and A DRUM below	indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	indicates a Typhoon to the South-West of the Colony.
7.	A BALL	indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a *Cone* will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Wanlan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG,
Director.
26th July, 1907.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/0
Do. demand 2/0⅛
Do. 4 months' sight 2/0 9/16
France—Bank T.T. 2.52½
America—Bank T.T. 48⅜
Germany—Bank T.T. 2.05⅛
India T.T. 151½
Do. demand 152
Shanghai—Bank T.T. 74½
Singapore T.T. ..... 153 ⅞ prem.
Japan—Bank T.T. ..... .98
Java—Bank T.T. 121

Buying.

4 months' sight L/C. 2/0⅛
6 months' sight L/C. 2/1
30 days' sight San Francisco & New York ... 50
4 months' sight do. 51
30 days' sight Sydney and Melbourne 1.1
4 months' sight France 2.59½
6 months' sight 1.62
4 months' sight Germany 2.12½
Bar Silver 26½
Bank of England rate ..... 7 %
Bank of France ..... 3½ %
Sovereign 0.86

SHIPPING AND MAILS

MAILS DUE.

German *(York)* 3rd prox.
German *(Princess Alice)* 3rd prox.
Indian *(Kumsang)* 4th prox.

The s.s. *Sunghiang* left Manila on 26th inst., and is due here on 29th.

The s.s. *Shaohsing* left Shanghai on 27th prox., and is due here on 30th inst.

The s.s. *Taiyuan* left Sydney on 3rd prox., and is due to arrive here on 27th prox.

The C. P. R. Co.'s s.s. *Tartar* left Victoria, B.C., for Yokohama and Kobe on 26th inst.

The s.s. *Montgomeryshire* left Singapore on 27th inst, and is due here on 3rd prox. at daylight.

The s.s. *Hoihow* left Shanghai on 27th inst., for Swatow and Hongkong, and is due here on 3rd prox.

The s.s *Changsha* from Australian Ports left Manila on 29th inst, and is due to arrive here on 2nd prox

The I. C. S. N. Co.'s s.s. *Kumsang* from Calcutta and the Straits left Singapore for this port on 26th inst., p.m.

The C. P. R Co.'s s.s. *Empress of India* left Vancouver, B.C., for Hongkong via usual Ports of Call a.m., on 26th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 4 a.m., on 27th inst., and left again at 10 a.m., same day, for Yokohama, where she is due to arrive at 8 a.m., on 28th inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory :—

On the 28th at 12.05 p.—The barometer has risen slightly on the China coast and over the Loochoos, and fallen over E. Japan and the Bonins.

The anticyclonic area is still central over the continent to the North of the Upper Yangtze, and pressure is relatively low over the Philippines and the S. part of the China Sea.

Strong to heavy monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh or strong; fair.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, N. winds, strong to gale.

Shipping.

Arrivals.

Devanha, Br. s.s., 4,785, T. H. Hide, R.N.R., 28th Nov.,—Shanghai 26th Nov., Mails and Gen.—P. & O. S. N. Co.

Delta, Br. s.s., 4,787, C. L. Daniel, 28th Nov., —Bombay 3rd Nov., and Singapore 23rd, Mails and Gen.—P. & O. S. N. Co.

Hakata Maru, Jap. s.s., 3,819, T. Murai, 28th Nov.,—Singapore 23rd Nov., Gen.—N. Y. K.

Chiyuen, Ch. s.s., 1,177, C. Stewart, 28th Nov., —Canton 27th Nov., Gen.—C. M. S. N. Co.

Kuichow, Br. s.s., 1,214, G. Hooker, 28th Nov.,—Canton 27th Nov., Gen.—P. & S.

Clearances at the Harbour.

Dagny, for Haiphong.
Taming, for Manila.
Haimun, for Swatow.
Zillah, for Kuchinotzu.

Departures.

Nov. 28.

Choongshing, for Tientsin.
Memnon, for Shanghai.
Holstein, for Haiphong.
Ascot, for Durban.
Hunan, for Canton.
Admiral Fourichon, for Shanghai.
Taming, for Manila.
Tsinan, for Kobe.
Mathilde, for Haiphong.
Hanoi, for Haiphong.
Zillah, for Kuchinotzu.
Japan, for Calcutta.

Passengers arrived.

Per *Hakata Maru*, from London, &c. for Hongkong—Rev. and Mrs. Monerieff, Rev. and Mrs. C. Brown, Capt. H. Gjertson, Messrs. H. Peel, H. Caldwell, H. Hertslet and W. Waterhouse. For Yokohama—Mrs. K. Matsumura, Mrs. A. Pallister, A. Bateman, J. B. Bailey, J. Jong, J. Jager, R. Klain, R. Prins, H. Robe, J. Meyward, A. Vlot, F. Harlog, K. Petersen, A. Graaf, H. Lander, C. Muilwijk, D. Fumee and Kraaycolla.

Per *Devanha*, from Shanghai for Hongkong —Messrs. Saegekken, W. F. Tippett, S. Evans, Koein and native servant, F. G. Barton, R. D. Watt, A. Marshall and servant, F. G. Marshall, Li Ping Su and servant, Mr. and Mrs. R. B. Montague, Rev. L. Jastus, Mr. C. W. Liptrot-body, Miss Burnsham, Messrs. V. H. Maas, F. M. Maas, F. H. St. Jacob, Mothers V. Pellachio, Pasquakem, Mr. and Mrs. Guthrie, and Mr. and Mrs. A. Woolley. For Bombay—Mr. S. T. Cobb's servant. For Fremantle—Mr. J. C. Kerr. For Brindisi—Mr. S. T. Cobb. For London—Misses Warren (2) and amah, Mr. and Mrs. Campbell Messrs. G. R. Gillan, G. Learmonth, A. Powlett, Payne, and Master Jack Woolley. From Yokohama for Singapore—Mr. R. C. Harvey. For Bombay—Mr. and Mrs. M. Sinha, and Mrs. M. Scott. For Marseilles—Mr. and Mr. Davidson, and Byrne. For London—Mr. R. W. Read. For London via India—Mr. W. S. Bolton, Misses C. and J. Weir.

Per *Delta*, from Bombay, &c.—Messrs. F. Graham-Jones, H. F. Chikley, R. C. Graff, J. R. Bertram, G. S. Holmwood, Miss Taylor Messrs. T. Weir, E. J. Flanagan, G. Fighiola, G. V. dal Farra, G. Sherwood, Golleyshaw, S. Openshaw, Leung Pak Ming, Chew Yet Ting, Mr. and Mrs. J. L. Hope, 2 infants and amah, Messrs. Leung Chuk Sang, Leung Chui Ki, Drs. Band and Blanke, Mr. and Mrs. J. R. O. Aldworth, Messrs Tang On Chee, W. T. Parkins, Tuen He Chew, Khaw and Hallum.

Passengers departed.

Per *Yawata Maru*, for Japan—Rev. and Mrs. Adamson and infant, Miss R. Adamson, Messrs. John T. Baker, M. B. Morton, Major H. Deakyne, K. Iizuka; J. E. Martin, Mr. and Mrs. K. Dobashi and child, Messrs. Colin Leung, Chen Chun and Kan Chut Kee.

VESSELS IN PORT

STEAMERS.

Achilles, Br. s.s., 4,483, R. Thompson, 27th Nov.,—Shanghai 23th Nov., Gen.—B. & S.
Barkston, Br. s.s., 2,754, S. D. Seaborne, 16th Nov.,—Portland, Or., 28th Sept., Wheat.—Order.
Bourbon, Fr. s.s., 697, Le Bail, 6th Nov.,—Saigon 16th Nov., Gen.—Man Fat & Co.
Catherine Apcar, Br. s.s., 1,730, W. D. A. Thomas, 24th Nov.,—Calcutta 5th Nov., Penang and Singapore 19th, Gen.—D. S. & Co., Ld.
Chowtai, Ger. s.s., 1,115, W. Möllermann, 25th Nov.,—Bangkok 21th Nov., and Swatow 24th, Rice and Teak-wood.—B. & S.
Dagny, Nor. s.s., 883, O. Abrahamsen, 24th Nov.,—Dalny 16th Nov., Beans.—Aagaard, Thoresen & Co.
Eastern, Br. s.s., 2,572, W. G. McArthur, 25th Nov.,—Kobe 20th Nov., Gen.—G., L. & Co.
Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 19th Nov.,—Vancouver, B.C., 29th Oct., and Shanghai, 17th Nov., Mails and Gen.—C. P. R. Co.
Haimun, Br. s.s., 636, A. J. Robson, 27th Nov., —Foochow 24th Nov., Amoy 25th, and Swatow 26th, Gen.—D., L. & Co.
Kaifong, Br. s.s., 987, E. Pilkington, 25th Nov., —Cebu and Iloilo 21st Nov., Sugar and Hemp.—B. & S.
Kiev, Russ. s.s., 3,172, Oranovlesky, 24th Nov., —Port Said, Gen.—M. & Co.
Kumano Maru, Jap. s.s., 3,147, N. Mathieson, 26th Nov.,—Yokohama 16th Nov., Sea Product, Onion and Gen.—N. Y. K.
Kutsang, Br. s.s., 3,110, R. C. D. Bradley, 27th Nov.,—Calcutta via Penang and Singapore 21st Nov., Gen.—J. M. & Co.
Manchuria, Am. s.s., 8,750, J. W. Saunders, 24th Nov.,—San Francisco 24th Oct., and Shanghai 17th Nov., Mails and Gen.—P. M. S. S. Co.
Mandasan Maru, Jap. s.s., 4,541, P. Hallstrom, 26th Nov.,—Japan 21st Nov., Coal.—M. F. K.
Mercedes, Br. s.s., 3,00[illegible], I. S. McGregor, 21st Sept.,—Weihaiwei 6th Sept., Ballast.—Admiralty.
Nanshan, Br. s.s., 1,266, A. Jones, 20th Nov.,—Saigon 15th Nov., Rice and Gen.—B. & Co.
Nippon Maru, Jap. s.s., 6,168, W. E. Filmer, 27th Nov.,—San Francisco 30th Oct., and and Shanghai 24th Nov., Flour, Mails and Gen.—N. Y. K.
Pheumpenh, Br. s.s., 1,065, I. H. Scott, 14th Nov.,—Saigon 8th Nov., Rice and Meal—Wo Fat Sing.
Prins Sigismund, Ger. s.s., 3,302, D. Lens, 18th Nov.,—Sydney 25th Oct. and Manila 15th Nov. Gen.—M. & Co.
Prometheus, Nor. s.s., 1,024, O. Kornelinssen, 26th Nov.,—Bangkok 16th Nov., Rice and Gen.—N. Y. K.
Tean, Br. s.s., 1,346, A. Sommerville, 22nd Nov.,—Manila 19th Nov., Gen.—B. & S.
Triumph, Ger. s.s., 679, J. Bendixen, 26th Nov.,—Nauru 12th Nov., Ballast.—J. & Co.
Woolwich, Br. s.s., 1,845, A. Stoker, 13th Nov., —Moji 8th Nov., Coal.—D. & Co., Ld.
Yuensang, Br. s.s., 1,128, Rolfe, 27th Nov.,—Manila 22nd Nov., Gen.—J., M. & Co.
Zafiro, Br. s.s., 1,629, A. Fraser, 26th Nov.,—Manila 23rd Nov., Hemp and Sugar.—S., T. & Co.

SAILING VESSELS.

Eclipse, Br. 4-masted bark, 2,968, L. D. Vance, 20th Sept.,—Canton 19th Sept., Ballast.—S. O. Co.
Lawhill, Br. 4-masted bark, 1,05[illegible], 28th Aug.,—from New York, Case Oil.—S. O. Co.

DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

Neil Mcleod ..... at Kowloon Dock
Triumph ..... " " "
Germania ..... " " "
Berkeston ..... " " "
Kiev ..... " " "
H.M.S. Whiting ..... " " "
Woolwich ..... " " "
Empress of China ... " " "
Tean ..... " Cosmopolitan "
Progress ..... " Aberdeen "

The China Passage Chart.

28th October—*Australien*, 29th October—*Nyanza, Dortmund, Monmouthshire, Dunearn*, 1st November—*Montgomeryshire, R. Luttgold, Sanuki Maru, Tourane* 1st November—*Socotra, Hakata Maru*, 5th November—*Bombay Maru, Namur, Rhesaena, Peshawur, Sambia, Scandia, Nippon, Tregurbar*, 6th November—*Antenor, Kennebec, Nara, Stentor, Colombo Maru, Nile, Sikh, Vandalia, Goeben, Suwa Maru*, 12th November—*Agamemnon, Glenfurnel, Arragonia, Hiroju Maru, Yorck, Benlarig*, 15th November—*Awa Maru, Sado Maru, Armand Behic, Siam, Kiel t, Marusan*, 9th November—*Linnæus, Meyuna, Crewehall, Ganges*, 22nd November—*Bellerophon, Dauntless, Marcell, Sunda, Varna, Carnarvonshire, Charlton, Longsor* 26th November—*Australien, Benmohr, Benvorlich, C. Ford Leaton, Habsburg, Indrawadi, Antilochus, Astyanax.*

Arrivals at Home—28th October—*Ceylon*, 29th October—*Sardonnum, Australien*, 1st November—*Prinz Heinrich*, 5th November—*Cathay, Prinz*, 8th November—*Australia, Rhenania, Soc'ara, Telemachus*, 12th November—*Sanuki Maru*, 15th November—*Nara, Brasilia, Tranquebar, Bengloe, Sambia, Siamonia*, 19th November—*Goeben, Agamemnon, Antenor, Bombay Maru*, 20th November—*Namur*, 22nd November—*Kirist, Satsuma, Awa Maru*, 25th November—*Socotra*, 26th November—*Glenfurnel, Longsor.*

Steamers Expected.

Vessel.	From	Agents.	Due
Sungkiang	Manila	B. & S.	Nov. 29
Brisgavia	Manila	H. A. L.	Nov. 29
Aldenham	Manila	H. L. & Co	Nov. 30
Shaohsing	Shanghai	B. & S.	Nov. 30
Aki Maru	Shanghai	N. Y. K.	Dec. 1
Benarty	Singapore	G., L. & Co	Dec. 1
Changsha	Manila	B. & S.	Dec. 2
Dortmund	Bangkok	H. A. L.	Dec. 2
Princess Alice	Nagasaki	M. & Co.	Dec. 3
Kumsang	Singapore	I., M. & Co	Dec. 3
Holhow	Shanghai	B. & S.	Dec. 3
Montgomeryshire	Singapore	S., T. & Co	Dec. 3
York	Colombo	M. & Co	Dec. 3
Tjikini	Macassar	J. C. J. L.	Dec. 4
Asia	Japan	P. M. Co.	Dec. 4
Manila	Sydney	M. & Co.	Dec. 15
Emp. of India	Vancouver	C. P. R. Co	Dec. 17
Taiyuan	Sydney	B. & S.	Dec. 27

CHINA COAST METEOROLOGICAL REGISTER.

November 27th, 1907, a.m.

		Bar.	Th.	Hu.	Wind	Wr.
Vladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.32	—	—	W	2 —
Hakodate	"	30.21	—	—	E	6 —
Tokio	"	30.25	—	—	NW	4 —
Kochi	"	30.27	—	—	SW	4 —
Nagasaki	"	30.31	—	—	—	0 —
Kagoshima	"	30.23	—	—	N	2 —
Oshima	"	30.08	—	—	S	2 —
Naha	"	30.05	—	—	—	0 —
Ishigakijima	"	30.01	—	—	E	4 —
Bonin Is.	"	30.29	—	—	E	2 —
Chefoo	6 a.m.	—	—	—	—	— —
Weihaiwei	9 a.m.	30.46	28	—	NW	5 c
Hankow	6 a.m.	—	—	—	—	— —
Kiukiang	"	30.65	38	91	N	2 c
Shanghai	9 a.m.	30.52	40	74	NW	1 o
Aki Maru	"	30.42	45	76	NNW	4 om
Sharp Peak	"	30.29	52	88	NE	4 or
Amoy	6 a.m.	30.04	65	84	NE	1 c
Swatow	"	10.11	62	89	NE	1 c
Taihoku	6 a.m.	30.13	—	—	E	2 —
Taichu	"	30.07	—	—	N	4 —
Tainan	"	30.06	—	—	—	0 —
Koshun	"	30.02	—	—	N	4 —
Pescadores	"	30.06	—	—	N	8 —
Canton	9 a.m.	30.24	57	75	NW	2 o
Hongkong	10 a.m.	30.18	66	63	NNE	1 o
Victoria Peak	"	—	—	—	NNW	3 —
Gap Rock	"	—	—	—	—	— —
Macao	"	30.19	65	—	N	2 o
Hoihow	9 a.m.	—	—	—	—	— —
Pakhoi	"	—	—	—	—	— —
Phulien	10 a.m.	30.18	63	—	N	2 o
Tourane	"	30.04	77	—	—	0 c
C. St. James	"	29.84	79	—	—	3 c
Aparri	6 a.m.	—	—	—	—	— —
Manila	10 a.m.	29.92	75	46	—	0 o
Legaspi	6 a.m.	29.84	73	—	—	0 o
Bacolod	9 a.m.	—	—	—	—	0 b
Iloilo	"	29.85	82	—	—	0 c
Cebu	"	29.89	80	—	—	0 or
Labuan	"	29.86	83	—	—	0 —

November 28th, 1907, a.m.

Vladivostock	7 a.m.	—	—	—	—	— —
Nemuro	6 a.m.	—	—	—	—	0 —
Hakodate	"	30.13	—	—	—	0 —
Tokio	"	30.10	—	—	—	0 —
Kochi	"	30.19	—	—	N	2 —
Nagasaki	"	30.27	—	—	N	4 —
Kagoshima	"	30.23	—	—	N	6 —
Oshima	"	30.20	—	—	N	6 —
Naha	"	30.13	—	—	NE	6 —
Ishigakijima	"	30.09	—	—	NE	6 —
Bonin Is.	"	30.08	—	—	SE	2 —
Chefoo	6 a.m.	—	—	—	—	— —
Weihaiwei	9 a.m.	30.45	31	—	W	4 b
Hankow	6 a.m.	—	—	—	—	— —
Kinkiang	"	30.52	39	82	NE	2 b
Shanghai	9 a.m.	30.54	42	58	NNW	2 c
Gutzlaff	"	30.44	45	84	NNW	4 cm
Sharp Peak	"	30.33	57	75	NNE	3 og
Amoy	6 a.m.	30.15	59	70	NE	3 c
Swatow	"	30.19	56	94	N	2 o
Taihoku	6 a.m.	30.24	—	—	E	6 —
Tainan	"	30 08	—	—	N	6 —
Tamsui	"	30 06	—	—	N	6 —
Koshun	"	30.01	—	—	NE	10 —
Pescadores	"	30.10	—	—	N	10 —
Canton	9 a.m.	30.33	54	74	NW	2 c
Hongkong	10 a.m.	30.25	6	65	N	2 c
Victoria Peak	"	—	—	—	NNE	2 —
Gap Rock	"	—	—	—	—	— —
Macao	"	30.26	62	—	N	3 o
Hoihow	9 a.m.	—	—	—	—	— —
Pakhoi	"	—	—	—	—	— —
Phulien	10 a.m.	30.28	73	—	ENE	2 o
Tourane	"	30.10	71	—	NNE	4 or
C. St. James	"	29 85	82	—	NE	2 c
Aparri	6 a.m.	—	—	—	—	— —
Manila	10 a.m.	29.98	81	85	WNW	1 o
Legaspi	6 a.m.	29.84	77	—	NE	1 b
Bacolod	9 a.m.	—	—	—	ENE	2 c
Iloilo	"	29.85	79	—	NE	1 o
Cebu	"	29.86	81	—	—	0 b
Labuan	"	29.83	82	—	—	— —

	Nov. 27 at 10 a.m.	Nov. 27 at 4 p.m.
Barometer	30.18	30.10
Temperature	66	65
Humidity	63	63
Rainfall	—	—

Post Office.

CHRISTMAS AND NEW YEAR.

The English Mail, leaving on the 30th inst., is due in London on the 28th December.

The German Mail, leaving on the 4th Dec., is due in London on the 1st January, 1908.

NEW YEAR PARCEL MAIL HOMEWARD.

The next Parcel mail of the 29th instant is due in London on the 4th January, 1908. Parcels intended for New Year's delivery may be posted with an additional fee of 6 cents to be forwarded overland via Brindisi. Such Parcels are due in London about the 30th December.

The rates of postage on ordinary parcels are as follows :—

For a parcel not exceeding 3 lbs. in weight 60 cts.
" " " 7 lbs. " $1.20 "
" " " 11 lbs. " $1.80 "

Under no circumstances will parcels weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver *must* be insured, all insured parcels *must* be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

A Mail will close for :—

Shanghai, (Supplementary)—Per *Delta*, 29th Nov., 7 A.M.
Swatow, Amoy and Foochow—Per *Haimun*, 29th Nov., 9 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Kumano Maru*, 29th Nov., 11 A.M.
Macao—Per *Sui Tai*, 29th Nov., 1.15 P.M.
Manila—Per *Yuensang*, 29th Nov., 3 P.M.
Shanghai—Per *Choysang*, 29th Nov., 3 P.M.
Kobe and Yokohama—Per *Hakata Maru*, 29th Nov., 4 P.M.
Swatow—Per *Nanshan*, 29th Nov., 4 P.M.
Manila—Per *Zafiro*, 30th Nov., 10 A.M.
Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per *Cyclops*, 30th Nov., 10 A.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 5th Nov., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 30th Nov., 11 A.M.
Europe, &c., India, *via* Tuticorin—Per *Devanha*, 30th Nov., 11 A.M.
Macao—Per *Sui Tai*, 30th Nov., 1.15 P.M.
Saigon—Per *Achilles*, 30th Nov., 5 P.M.
Ningpo and Shanghai—Per *Hunan*, 30th Nov., 5 P.M.
Singapore, Penang and Calcutta—Per *Catherine Apcar*, 3rd Dec., 2 P.M.
Shanghai, Yokohama, Kobe and Moji—Per *Kutsang*, 3rd Dec., 3 P.M.
Moji, Kobe and Yokohama—Per *Tjikini*, 4th Dec., 9 A.M.
Shanghai, Nagasaki, Kobe and Yokohama—Per *Montgomeryshire*, 4th Dec., 10 A.M.
Europe, &c., India—*via* Tuticorin—Per *Princess Alice*, 4th Dec., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 4th Dec., P.M.
Swatow and Shanghai—Per *Shaohsing*, 4th Dec., 1 P.M.
Manila, Samarai, Simpsonhafen, Friedrich-Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Prinz Sigismund*, 5th Dec., 4 P.M.
Manila—Per *Loongsang* 6th Dec., 3 P.M.
Swatow and Shanghai—Per *Holhow*, 6th Dec., 1 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, 7th Dec., 10 A.M.
Manila—Per *Rubi*, 7th Dec., 10 A.M.
Singapore, Penang and Calcutta—Per *Namsang*, 7th Dec., 2 P.M.
Singapore, Samarang and Sourabaya—Per *Quisang*, 7th Dec., 2 P.M.
Swatow and Shanghai—Per *Kaohing*, 9th Dec., 3 P.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash—Per *Tremont*, 10th Dec., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Polynesian*, 10th Dec., 11 A.M.
Swatow and Shanghai—Per *Sochow*, 10th Dec., 2 P.M.

VISITORS AT THE HOTELS.

KOWLOON.

Jeffries, W. C.
Laidler, Mr.
Lewis, E. Cornewall
Morris, J.
Roth, Mr. and Mrs. S. and children
Stone, P. E. F.
Tu'e, I.M.S., Capt. and Mrs. A.
Valenzuela, Dr. F.
Zweiger, Mr. and Mrs.

HONGKONG.

Abraham, E. S.
Adams, P. R.
Affallon, A.
Ackerson, Mrs.
Andrews, P. R.
Audinet, J.
Battlecombe, H. G.
Beattie, R. B.
Beermann, G.
Birbeck, R. J.
Bisney, Miss
Bisney, Mr. & Mrs. S.
Blunn, A. B.
Brunner, J.
Bulmer, J. P.
Brayfield, T.
Brooke, C. B.
Carpenter, E. W.
Carter, A.
Chavannes, E.
Cheney, W. G.
Clifford, Capt. and Mrs. W. H.
Cole, Miss C. C.
Cole, Major E. K.
Colvin, H. E.
Conly, Miss
Crake, W. A.
Crook, A. H.
Cruickshank, J.
Currie, Mrs. F. E.
Currie, Miss E.
Curry, George
Davies, Dr. and Mrs. R.
Day, C. R.
Day, Mr. and Mrs. W. H.
Dickenson, F. M.
Dohen, W. D.
Dowson, Capt. M.
Duthie, J.
Einstmann, W.
Ezekiel, R. M.
Fair, Mr. and Mrs. A. H.
Falconer, P. J.
Fay, Mr. & Mrs. C. A.
Fisher, H. G.
Fowler, Mrs. G. R.
Fowler, Miss M. P.
Fowler, J. M.
Franklin, C. B.
Frost, B. L.
Fuller, Denman
Fuller, S. J.
Gittins, G.
Gorrell, O.
Gray, T. C.
Hall, Capt. T.
Hallows, E.
Harding, R.
Harrison, J. L.
Helmer, Mr. and Mrs. F. D.
Hewett, Hon. Mr. and Mrs. E. A.
Hoerber, Miss C. S.
Hoffmann, W.
Jones, W. B.
Joseph, M. R.
Kenney, G. F.
Kopp, A.
Lamb, R. T.
Laidlaw, Mr. and Mrs. R.
Law, H. D.
Learned, Mr. and Mrs. R. F.
Leigh, Mr. & Mrs. W.
Lemieux, J. A.
Logan, Mr. and Mrs. W.
Lüscher, V.
Marriott, Dr. O.
Marshall, F. B.
Mass, F. H.
McIntosh, G. C.
McLaughlin, Dr. W. F.
Melo, D. W.
Mein, P. W.
Meocheson, Mrs. M. E.
Metzenthin, Capt. and Mrs. H.
Mollerman, Mrs. L.
Montague, Mr. & Mrs. R. B.
Newborn, R. H.
Nygren, Mr. and Mrs. G. T.
Ortiz, Mr. and Mrs. and child
Otto, —
Peake, T. M.
Perkins, Mr. and Mrs. T. L.
Polglase, A. W.
Powell, W. A.
Preece, A. H.
Prashaw, C. M.
Pugh, A. J.
Rahl, G. A.
Ralphs, E.
Ray, E. H.
Rush, Mrs. W. R.
Russell, Mr. and Mrs. R. F. and maid
Sandes, Miss F. E.
Schartzel, Mrs. & son
Seabourne, Capt.
Shields, C. E.
Siegel, Mr. & Mrs. J.
Smith, H. M.
Smith, McGregor
Spittles, J.
Spitzmiller, Mrs. J. H.
Stebbing, W. S.
Stevens, Rev. A.
Stewart, Mr. and Mrs. A.
Tricker, C. H.
Tullidge, G. W.
Wagner, Mr. and Mrs.
Walton, T.
White, Mr. and Mrs. H. G.
Hohman, A.
Holdsworth, P.
Howard, E.
Hutchinson, J. O.
Inman, Melbourne
Innes, Capt. R.
Jones, Mr. and Mrs. F. Stuart
Jones, Mr. and Mrs. P. N. H.
Whitcombe, B.
Williams, Capt. & Mrs.
Williams, J. T. L.
Wilson, F.
Wong, P. L.
Wood, G. G.
Woodman, Miss F. R.
Woods, J. D.
Young, I. W.

CONNAUGHT.

Atkinson, W. M.
Ayre, Mr. and Mrs. Wm. H. and child
Barrett, Mrs. M. A.
Barry, F. J., wife and child
Bilyen, Wm. R.
Bright, W. H.
Cattarens, J.
Chevalet, Madame H.
Chevalet, L. H.
Corwell, Mrs. C. B.
Dietrich, Mr. and Mrs. J.
Gitt, Wm.
Graw, E. W.
Handy, Harold E.
Henkt, C.
Holmes, F. E.
Hough, Dr. Spencer
Howak, D. C.
Hutchinson, Wm. M.
Kieno, F.
Lawson, Capt. J. J.
McKenzie, J. H.
Morgan, Mr.
Silva-Netto, Mr. & Mrs. A. F. B.
Wagatha, Made Mlle. selle F. L.
Wagner, John A.

PEAK.

Austin, F.
Blair, Mr. and Mrs. D. K.
Chalmers, J. H.
Cochrane, Mr. & Mrs. J.
Darling, Col.
Davidson, Mr.
Davies, Hon. W. Rees
Ellis, A.
Ellis, Mr. and Mrs.
Fischer, R.
Fletcher, Mr.
Fraser, R.A.M.C., Lieut.
Fremantle, Lt.-Comdr. and Mrs.
Fuchs, Mr.
Galbraithe, Mr
Geisthrope, Mr.
Gibson, Mr.
Greenhill, L. S.
Grieg, Mr.
Hall, J.
Hancock, Mr.
Harding, Mr. and Mrs.
Hazeland, F. A.
Hell, P.
Hill, E. E.
Hockaday, W. T.
Kelsall, Major & Mrs.
Kent, R.A., Col.
Lee, Capt. and Mrs. Vaughan
Malden, Geo.
Martin, R.
Mast, E.
McCoffery, Mr. & Mrs.
Mitchell, R.
Monk, S. D.
Moorsom, Mr.
Pereira, Consul & Mrs.
Perkins, Mr. and Mrs. J. L.
Raymond, Mrs.
Reid, Lieut.-Col. and Mrs.
Reigner, F. von
Rissland, H.
Ross, Major R. J.
Sargent, Mr.
Sayer, G. W.
Shordridge, Mr. & Mrs. A. B.
Sinclair, A.
Smith, A. Findlay
Stellim, Mr. and Mrs.
Synnot, Capt. A. Hart
Wakefield, Mrs.
Watkins, Mr. and Mrs.
Williamson, Mrs.
Wilson, Dr. & Mrs. N.

CRAIGIEBURN.

Adams, M. and Mrs. F.
Bonnar, Mr. and Mrs. J. W. C.
Clothier, Mr. and Mrs. H. W.
Denison, Mr. and Mrs.
Denison, Misses (2)
Gittins, A.
Hollingsworth, Mr. & Mrs.
Jones, Dr. and Mrs. Evan
Smith, Crowther
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander E. La T. Leatham	Hongkong
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtse
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtse
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Hongkong
Cherub	water-tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander C. A. Fremantle	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Singapore
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Kudat
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	360	6	6,300	Lieut.-Commander J. Kiddle	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Boln. W. Straith	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Bias Bay
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. B. Cox	Hongkong
Widgeon	river gunboat	195	2	800	Lieut.-Commander Jno. F. Knox	Yangtse
Woodcock	river gunboat	150

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	£125	£1,000,000 / $12,750,000 / $250,000	$1,797,167	£1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 = $16.04	5½ %	$660 / $655 — new issue. / London £76
Do. (new)	40,000	$125	$125					
National Bank of China, Limited	10,025	£7	£6	£12,735 / $300,001	$71,293	$2 (London 3/6) for 1905	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	$250	$50	$1,560,000 / $219,058 / $401,959	none	$20 for 1906	8 %	$250
North China Insurance Company, Limited	10,000	£15	£5	£125,000 / Tls. 100,080 / Tls. 48,942	Tls. 204.4.4	Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6½ %	Tls. 85 buyers
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £70,000 / $456,407 / £125,137.15/- / $817,628	$1,460,490	Final of $12 making $42 for 1905 and interim of $30 for 1906	5½ %	$760 sa. and b.
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 / $159,143 / $1,988	$394,520	$5 for year ending 31.12.05	7½ %	$157½ buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $320,449 / $7,616	$362,980	$6 and bonus $2 for 1905	9 %	$88 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,256,483	$435,236	$40 for 1905	12½ %	$320
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$365	$1.50 for 1906	6%	$15
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $96,988	Nil.	$4 for year ending 30.6.07	10½ %	$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ld.	50,000	$15	$15	$250,000 / $550,000 / 186,989	$27,101	$1 for 1st half-year ending 30.6.07	6⅔ %	$30 buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	10,000	£5	£5	£60,000 / £270,000	£3,694	5/- for 1906 @ ex 2/2½ = $2.14 per share	3½ %	$40 sellers / $28 sellers
Do. do. (Deferred)	67,030							
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1½ for account 1907	12 %	Tls. 44 buyers / Tls. 50 sales
Do. (Preference)	100,000			£400,000			£2½ %	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907	4½ %	4½/-
"Star" Ferry Company, Limited	10,000	$10	$10	$65,000 / $32,957	7137	$1.00 / $0.50 for year ending 30.4.1907	4½ % / 4½ %	$21 buyers / $10½ buyers
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 419,479 / Tls. 62,000 / Tls. 81,200 / Tls. 30,000	18 730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	9,218	$8 for year ending 31.12.06	8 %	$100
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		for 1907	...	$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4½ %	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£150,000 / £12,279	£12,546	Final of 1/6 (No. 9) for 1907	7½ %	Tls. 14½ buyers
Rand Australian Gold Mining Company, Limited	150,000	£1	15/10	£4,873	£11,358	No. 17 of 1/- = 48 cents	...	$18½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$64,124	$10,335	$1.75 for year ending 31.12.06	12½ %	$14
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$10,000 / $23,152 / $30,000	$3,047	Interim of $2 for six months ending June 30th 1907	6 %	65
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$100,000 / $50,000	$491,580	$4 for 1st half-year ending June 30th, 1907	8½ %	$97½ buyers
Shanghai Dock and Engineering Co., Ld.	25,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4½ %	Tls. 71 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 100,000 / Tls 190,100 / Tls. 75,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 %	Tls. 200 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14½ months ending 28.2.07	6 %	Tls. 102½
Astor House Hotel Company, Limited (Shanghai)	10,000	$25	$25	$30,000	$10,908	$2½ for year ending 30.6.07	11½ %	$20 buyers
Central Stores, Limited	50,125	$15	$15	$1,000	19,178	$1.80 for 1906	13 %	$14 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $36,075	$10,925	$4 for 1st half-year ending 30.6.07	10 %	$100 buyers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$56,218	Interim of $3½ for half year ending 30.6.07	7½ %	$95
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 / $50,000	$11,567	80 cents for 1906	7½ %	$10½ buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$1,089	$2½ for 1906	7 %	$35
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493 / Tls. 170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7½ %	Tls. 100 buyers
West Point Building Company, Limited	17,500	$50	$50	none	$1,519	Interim of $2 for half year ending June 30th	8½ %	$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	20 %	Tls. 50
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	$10	$10	$60,000	$14,169	50 cents for year ending 31.7.07	5 %	$10
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,212	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 50 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	10 %	Tls. 80 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	16½
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	1653	$3 for 1905	...	$10 buyers
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$10½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60 buyers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	16
Do. do. special shares	* 50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$115,000	$855	80 cents for 1906	8½ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$10,000 / $5,000	$2,974	$1.30 for year ending 31.7.07	8 %	$16½ buyers
Green Island Cement Company, Limited	400,000	$10	$10	$11,000	$10,804	Interim of 50 cents per share for a/c 1907	9 %	$11 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	11½ %	$21 buyers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,953	1 per share for year ending 28.2.07	6⅔ %	$15
Hongkong Ice Company, Limited	5,000	$25	$25	$105,000	$4,361	Interim of $4 for 1-year ending June 30th '07	9½ %	$240
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$65,000	$4,212	Interim of 80 cents per share for a/c 1907	8 %	$25
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 27,603	Tls. 10,374	Third interim of Tls. 7½ making Tls. 22½ for a/c 1907	9 %	Tls. 337½ buyers
Peak Tramways Company, Limited	25,000	$10	$10	none	$2,655	$1 per sh. or period fr. m 19th Oct. to 30th Apr. '07	8 %	$12½ buyers / $2 buyers
Peak Tramways Company (new)	50,000	110	$1					
Philippine Company, Limited	67,500	$10	$10		Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3½ for account 1907	7½ %	Tls. 107 sales
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905	...	Tls. 36 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 / Tls. 8,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 %	Tls. 114 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907 (old) / Interim of 11/3 for account 1907 (new)	...	Tls. 335 buyers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$15 buyers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	£478	40 cents for year ending 31.5.07	6⅔ %	$5½
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	$10	$10	none	$349	First year	...	$11
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$2,360	80 cents on 9,000 ord. shares and $19.80 on 100 Founders shares for year ended 31.5.07	8 %	$10
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$5,482	Interim of 30 cents for account 1907	7½ %	$10½ ex div.
William Powell, Limited	15,000	$10	$10	none	$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1907	...	$5½ buyers

* These shares are entitled to half of the profits.

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Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on 11th January, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th November, 1907. [

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This Steamer connects at Colombo with the Australian line s.s. *Ville de la Ciotat* bound for Marseilles *via* Bombay and Aden.

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S.S. *ARMAND BEHIC* ... 7th Jan, 1908.
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G. DE CHAMPEAUX, Agent.

Hongkong, 27th November, 1907. [10

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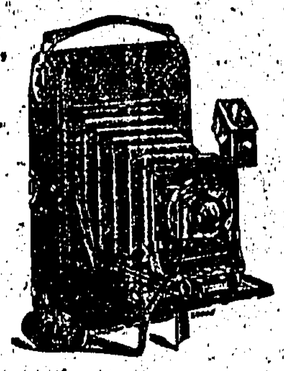

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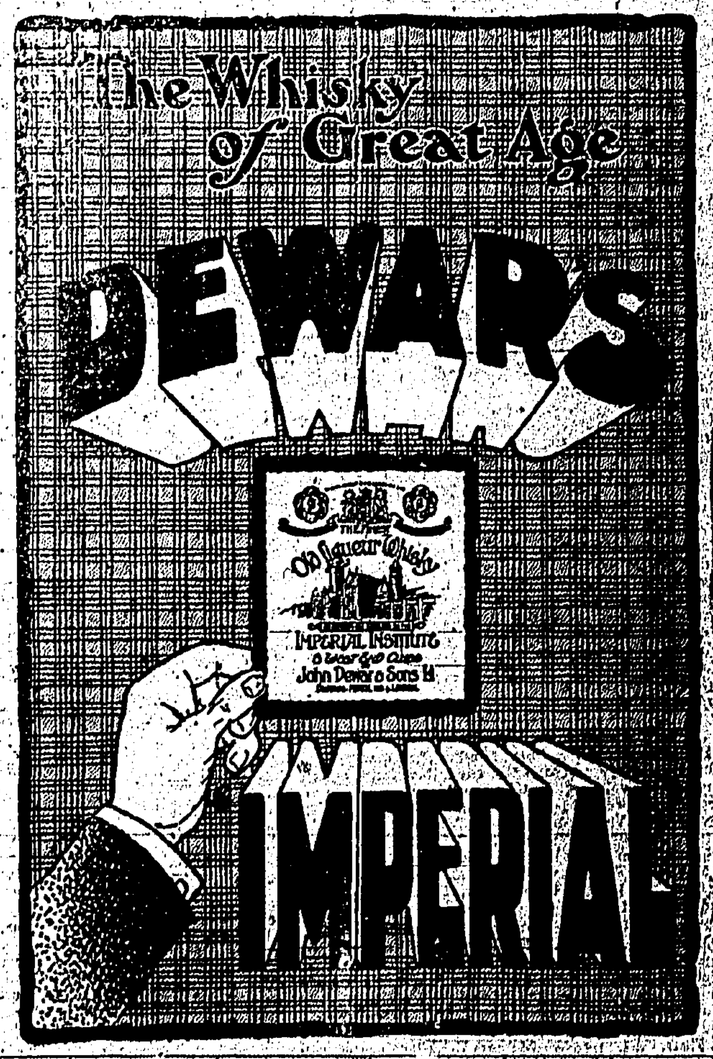

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